CYCLE NEWS®

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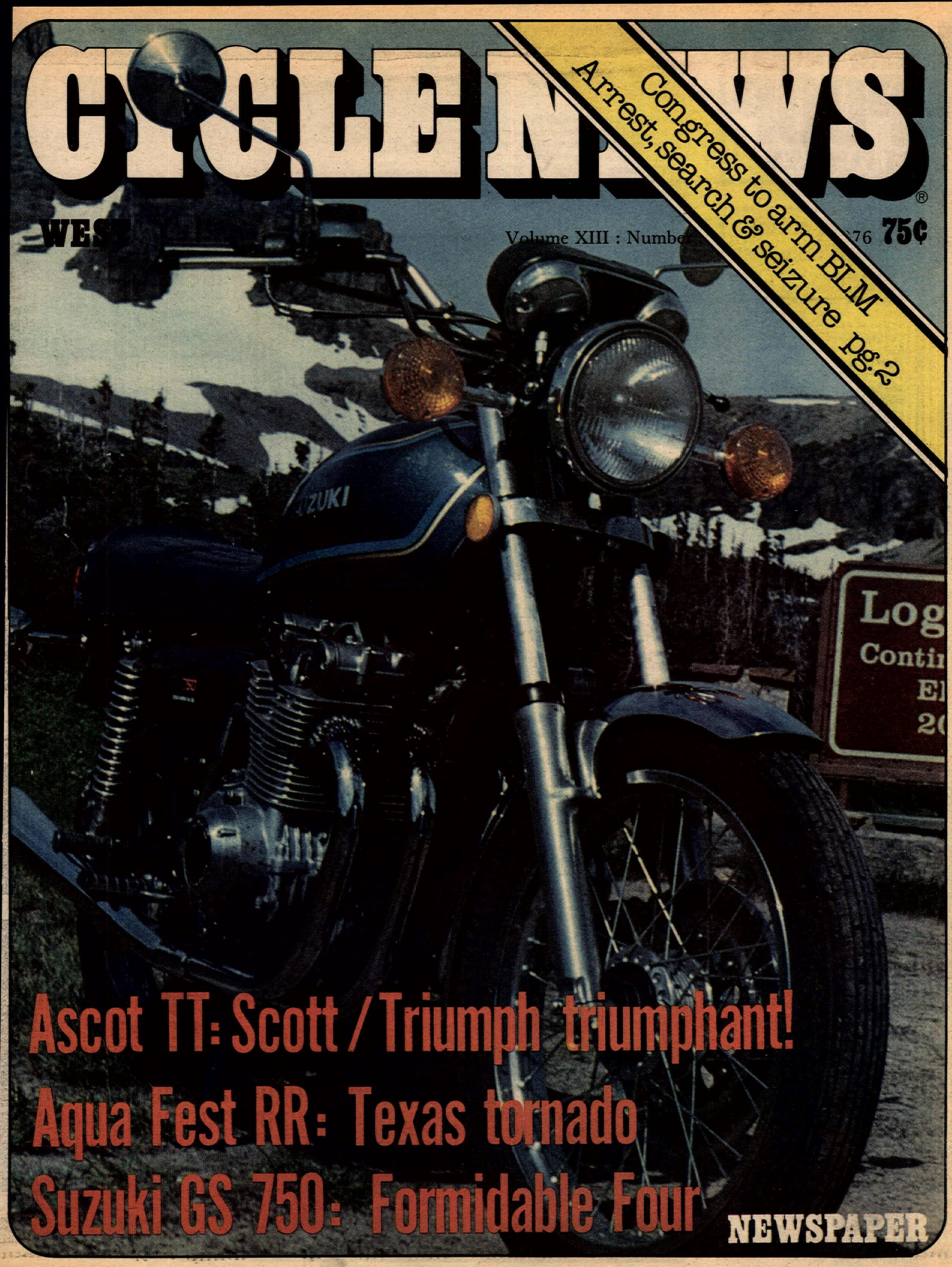
Volume XIII : Numbe 76 75¢

Congress to arm BLM
Arrest, search & seizure pg. 2



Ascot TT: Scott / Triumph triumphant!

Aqua Fest RR: Texas tornado

Suzuki GS 750: Formidable Four

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

A sneak attack through Congress

Environmentalists and their allies have for years tried to get a tough BLM Organic Act through Congress, in their drive to shut down all human activity in the California Desert and elsewhere. Two bills, a Senate version (S.507) and a House version (H.R. 13777) have been passed and go before a House/Senate conference committee to iron out differences.

This does NOT mean it's on the President's desk, nor does it mean the desert will automatically become Wilderness-classified. What IS true, is that the Act, if passed on in its present form, would arm BLM rangers and give them arrest, search and seizure powers the same as other Federal agents. It also appropriates an additional $40 million for the Bureau to use in land use planning for the "California Desert Conservation Area."

What you can do now is write President Gerald Ford, 1600 Pennsylvania Ave., Washington, D.C. 20516 and ask him to veto the Act when it does come up for his signature. Also see next week's Cycle News for names of Conference Committee members so you can let your will be known. Better yet, call up your Congressman's home-district office and let his staff know your reaction to the BLM Organic Act. More details next week.

A CN staffer asked if public hearings would ever re-open on the California desert; and the BLM's spokesman couldn't promise anything, but said it was being thought about . . .

At Luxembourg, the final 500 race of the season, Roger DeCoster, with a fourth in the second moto, won his fifth World Championship over teammate Gerrit Wolsink, who went 2-2 for the day. Jaak Van Velthoven won both motos to close out the season seventh in the standings behind Brad Lackey,

In the 250 class, Heikki Mikkola needs two points to clinch his championship after winning the first moto of the Dutch GP, over "Tealeaf" Hansen and Jim Pomeroy. Moisseev won the second moto and defending champion Harry Everts put together a 4-3 for the day.

At the 125cc World Championship motocross round in West Germany, Gaston Rahier went 1-1; and Marty Smith with a 4-2 score split with A. Albergetti (2-4), according to early reports on that race.

Final 500cc Motocross World Championship standings after Luxembourg: 1. Roger DeCoster, 183; 2. Gerrit Wolsink, 177; 3. Adolf Weil, 138; 4. Graham Noyce, 113; 5. Herbert Schmitz, 101; 6. Brad Lackey, 99; 7. Jaak Van Velthoven, 92; 8. Ake Jonsson, 81; 9. Pierre Karsmakers, 71; 10. Bengt Aberg, 48.

The Speedway Racers Assoc. board turned down the L.A. Sprockets' protest, upholding the results of the event and agreeing with the referee's decision that Bruce Penhall was not knocked down in a Bandits/Sprockets match at Bakersfield.

Following a lawsuit brought by a rider, the Mojave Desert Racing Association has announced its demise. The August 15 Team Race and the remainder of the 1976/77 season are cancelled. MDRA organizers Lynn and Pat Kelsay thanked everybody for their support of the Ponderosa races and urged them to continue to be active in the desert.

A piece on Tony DiStefano in the August issue of SPORT is entitled "The youngest, fastest motocross racer anyone's ever seen." We'll go along with that but won't go along with Tony's comments about street riding.

Gary Nixon and Erv Kanemoto departed for England last Saturday. With just three rounds of the F750 series remaining (England, Holland and West Germany), they are seeking to cop the top prize. "We're going for it," said Nixon. "And then we'll be looking forward to some decent starting money over there next year."

Welcome, Bob Gill, to the City of (fallen) Angels

When Bob Gill, paralyzed from the waist down in a jumping accident, completed his 7,800-mile Ride for Independence across the country, it was supposed to be all over but for the press conferences and the congratulations. The ride, on a specially-designed Kawasaki 900/sidecar outfit that allowed Gill to load his wheelchair in the sidehack, mount and ride without help, was done to dramatize the efforts of the National Paraplegia Foundation and to raise money for spinal injury research.

Imagine the shock and dismay when the press and many handicapped persons, who had come to share Bob's triumph and his hope, came down from the conference to find that someone had, in broad daylight, made off with the sidecar, leaving Bob's now-useless Kawasaki leaning against a post!

No, the story doesn't end on that depressing note. The men who took the sidecar preferred to call it "repossessed" in an apparent dispute over ownership of the car and patent rights to its design. When informed by police that, due to their method of repossession, they faced several serious charges, they returned the hack to Bob and went to seek sounder legal recourse.

PHOTOS BY LANE CAMPBELL

Gary Scott was referred to as the "Sultan of Scrounge" by a daily newspaper scribe. The remark was in reference to the variety of bikes the Grand National Champ has competed on this year. Which, by the way, is shaping up as the long-awaited "year of the privateer."

The August 10 meeting of San Diego County's ORV Committee has been cancelled and rescheduled for August 24 at 7:30 p.m.

At this writing, the BLM's 1974-vintage Interim Critical Management Plan (ICMP) for the California Desert still stands; but it's going to be a whole new poker game on all other Federal Lands with respect to ORV access, as a result of new proposed groundrules. See Political Lifeline, page 32.

California has won "national recognition" from DOT for enforcing the 55 mph limit. Whoopie.

A bicycle safety seminar is to be held October 25-26 in the Los Angeles area, according to California's Office of Traffic Safety. Could be to figure out why our fellow Californians are wiping out fewer bicyclists (8.6 percent fewer, 1976 vs. 1975, through May 31) and more of everyone else. The same statistics indicate that it's far more dangerous to be a pedestrian (deaths up 13.3%) than it is to be a motorcyclist (up 9%). Must be a moral there, someplace.

Er, what else is happening in our wild and wonderful media world? Well, U.S. Suzuki beat Yamaha 7-6. No, not moto scores — softball. Anybody for an All-Industry league? Poppa can't hit, can't catch, but is fairly accurate with a beer bottle.

Dick Fuller, after placing fourth in Superbike Production at Laguna, took his girl riding to Frisco on his R-5, sans number plates. Hear he fouled a plug on Lombard street, though.

Wondered when it would happen in SoCal — CMC's Pat Manning will try out a combined 250 GP/Four Stroke Single race at an August 22 Ontario road race. Designed to bring out those vintage Manx and AyJays, it's more likely that some far more modern stuff may show up.

The U.S. Forest Service in Arizona is expected to preview its ORV plans within the next couple of weeks, according to our Arizona correspondent. Stayed glued.

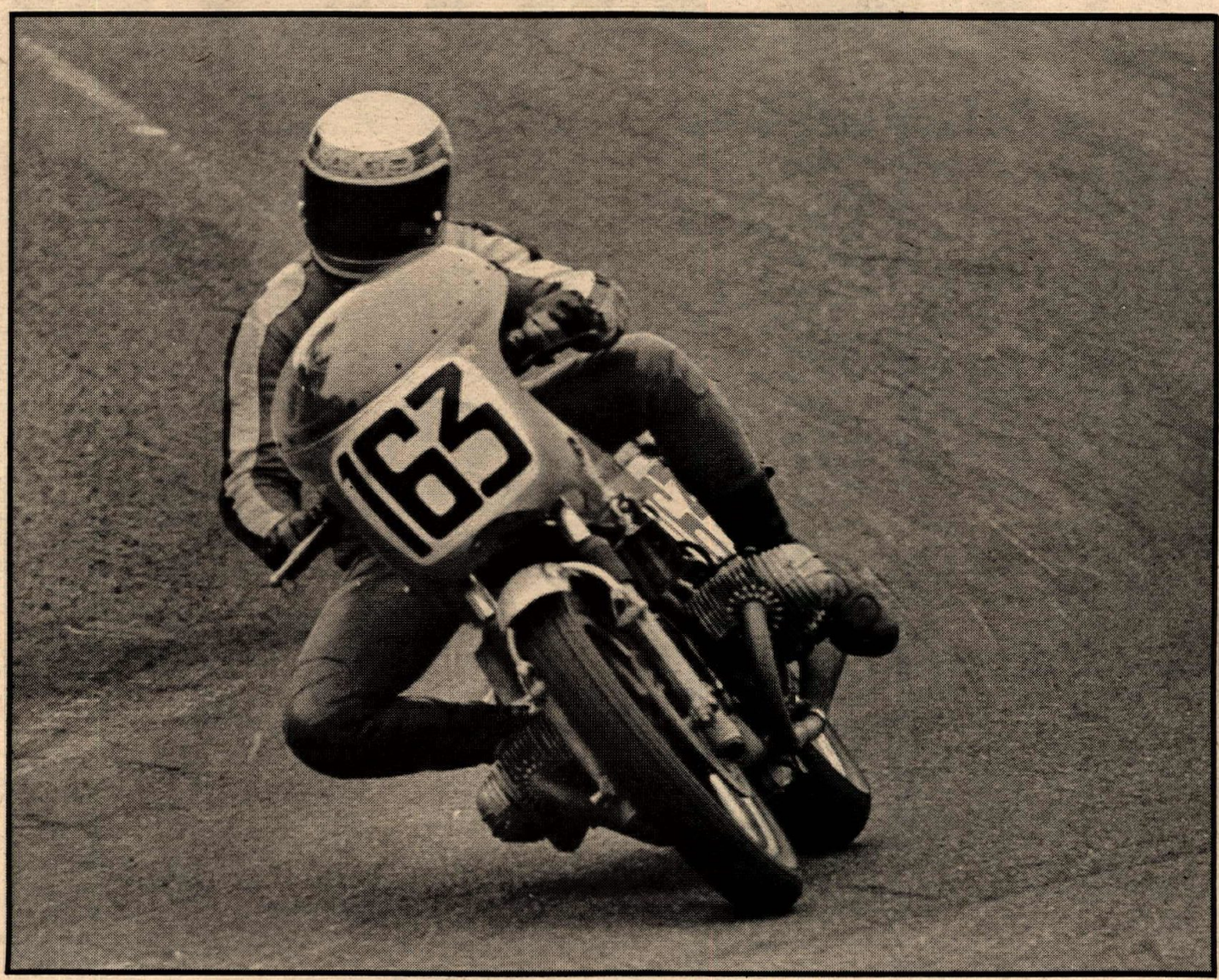
Ooops! Correction — very important. Several sources, CN included, published notice of a $4000 purse for the August 28-29 Golden Gate Challenge AFM road race at Sears Point. Not necessarily so; the $2000 put up by the track is guaranteed. Anything over $2000 will be announced on race day, in addition to contingencies and product awards. Call (916) 392-0611 for current info.

North Texas trialers: Your contacts for info on trials events in your area are Tom Batchelor (214) 337-8656 and Jay Decker (214) 436-6151. They are reps of the North Texas Trials Association and architects of the Texas State Trials Championship. Ask them about their 1977 program.

When asked about his car racing plans, Gene Romero said he will be testing a midget racer shortly. As for the more powerful sprint cars, Burritto quipped, "A sprint car sponsor would get a lot of publicity if he'd paint his name on the belly-pan of one and let me drive it."

California's Lodi Cycle Bowl will wrap up scrambles high point awards at the Stockton MC's TT on August 20th. Then short track season begins in earnest with a four-event kickoff over Labor Day Weekend. Keep your eyes on Calendar.

BMW Wins
Laguna Seca AMA National



Reg Pridmore who lost the Daytona Production race to his teammate Steve McLaughlin by the width of a tire made sure at Laguna Seca by winning with a 17 second margin.

Team members Gary Fisher and Steve McLaughlin made up the leading trio at mid race, leaving the competition (Ducati, Kawasaki and Moto Guzzi) far behind. A late crash and a broken oil cooler unfortunately spoiled the 1-2-3 sweep.

This victory follows the Butler & Smith BMW's 1-2 at Daytona and 2-3 at Loudon, N.H. — proving the superiority of the BMW flat twin.

Now is the time to see your authorized BMW dealer and his complete line of BMW motorcycles and accessories.

Bavarian Motor Works

Butler & Smith, Inc. – Norwood, NJ – Compton, CA

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Live and in color

ON THE COVER: Suzuki's first production four stroke roadster shows its colors. Photo by John Huetter.

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VOICES OF THE WEST

AMA OK

I know the AMA receives its share of criticism from every corner of our sport but when credit is due, let me be the first to say thank you.

I am speaking for my entire staff when I pass on my congratulations to the AMA for a job well done.

I just wish everyone could have witnessed the behind-the-scene cooperation we received from the AMA staff. Their contribution played an important part in the overall success of the Fifth Annual *Oly Superbowl of Motocross*. All I can say is thank you to every member of the AMA-*Superbowl* event staff and I look forward to working with everyone at Anaheim in December.

LYNNE H. SAUNDERS
Stadium Motorsports Corp.
Laguna Beach, Calif.

Four jolly good fellows

Members of the Cactus Cats M.C. sincerely thank and acknowledge the trophy winners at our Hare Scrambles on June 20, that are donating their trophy toward Roger Reed's hospital bill: Chuck Cartledge, Bruce Jones, Jerry Carson and Pete Grossnickle.

CACTUS CATS M.C.
Corona, Calif.

Help!

I have a 13 year old son who is riding a (what I call a small) small size motorcycle.

No matter what I try to get him involved with, he always gets right back to his bike, or maybe he never really gets away from it . . . It has been his dream for several years now to race at a track.

We just moved here and I know nothing about what club to join, where to go, age, regulations, etc.?

Most of all, I would like to find out who and where I can take him for professional help in training for professional racing?

I would possibly be interested in a trainer who can take him to the races, etc. and will keep him properly advised yearly. You might even say a "promoter?"

MRS. L. HIGHLEY
Olivehurst, Calif.

P.S. Our closest large towns are: Yuba City, then 40 miles away is Sacramento.

If your son is interested in motocross, haul him out to Live Oak Raceway in Yuba City since it's probably closest to your home. If it's dirt track experience he wants, try Cal Expo and West Capitol Raceway, both are located in or near Sacramento. If you check our Calendar listings each week you will know what's happening in your area. Sponsors (or promoters) aren't so easy to come by. If he's fast someone's bound to notice. Visit some of your local motorcycle dealers and get to know them. They can probably help you out . . . Ed.

Pleasures endangered

A few months ago the L.A. County Sheriff's Department closed Hi Vista. Vehicles hauling motorcycles were stopped on their way in and "discouraged" from coming back. Three helicopters flew over the hills and canyons that weekend to ticket those who missed the road block.

Motorcyclists have stopped riding in Hi Vista. The store is closed permanently, and the owner has re-opened near Lake L.A. This happened as a result of complaints from only three property owners. The majority of Hi Vista residents enjoyed the convenience of the store and did not object to motorcycles to the extreme of making their community a small police state.

Now another business is in jeopardy; the Spanish Bit Cafe at El Mirage. Two of us rode our bikes there Saturday from our camp in the Shadow Mountains.

It was quiet and we felt a little awkward, like drinking beer in a funeral parlor. Two bicyclists came in while we were there and ordered water. We talked with the owners, who said they have had to fall back on their savings in order to keep the place open. They want to stay in business, but will have to close their doors if bikers stay away much longer.

Mirage Dry Lake is open to recreation, and so are the Shadow Mountains. There are patches of BLM land here, and much of it consists of piles of red and black volcanic rock that no one but a motorcyclist could appreciate. All of the land around the lake is in San Bernardino county, so if there is to be another show of force like Hi Vista's, it will take a new combination of property owners and police.

I used to enjoy those long, hot, dusty rides to the Hi Vista store, looking forward to a cool spot in the shade and a pitcher of beer with my friends. Now those rides are gone forever. It is still fun to ride to the Spanish Bit, but even this trivial pleasure may soon be denied.

The folks at the Spanish Bit Cafe need and want your business. You may phone them at (714) 388-4481 or use your C.B., KMX C13353, for local information and direction.

WINSTON BEAUMONT
Wrightwood, Calif.

I didn't do it

I was not surprised to read the irate letter written about my report on the WERA National at Ontario July 17 and 18. In the news story on the event that I wrote for *Cycle News*, I covered the Box Stock classes, mentioned the scoring errors, and reported that the promised purse money had not been paid. Unfortunately, someone edited out those sections of my story.

As a freelance photojournalist, I lose control of my story when I deliver it into the hands of the editors.

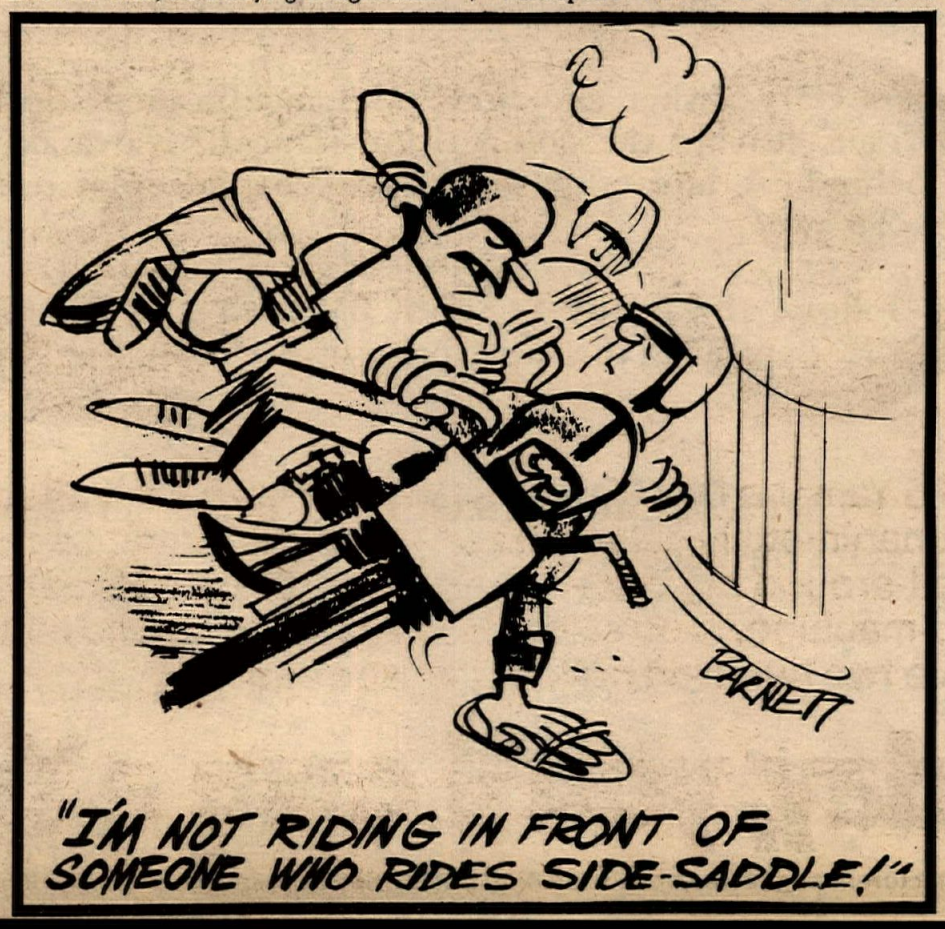
JOHN D. ULRICH
La Mirada, Calif.

Krew Kudos

Please express my appreciation to the following for their help in announcing Laguna Seca's Champion Spark Plug Classic this past weekend: Randy Garell (communications), Craig Marks (sidecar color), Gary Twombley (color), Mike Hinshaw (spotting) and my wife, Bev, for scoring.

A special thanks to Roxy Rockwood for the outstanding co-announcing job. The man is — beyond a doubt — the most knowledgeable announcer in motorcycling! And I'd give my left (?) to know how Roxy can recognize the riders coming out of turn 7 . . . from three miles away in the tower . . . before I can even *see* 'em! Absolutely uncanny — unless he's sold his soul to the devil! Laguna Seca was a blast — see you and the roadracing fans at Riverside.

LARRY "SUPERMOUTH" HUFFMAN
San Clemente, Calif.

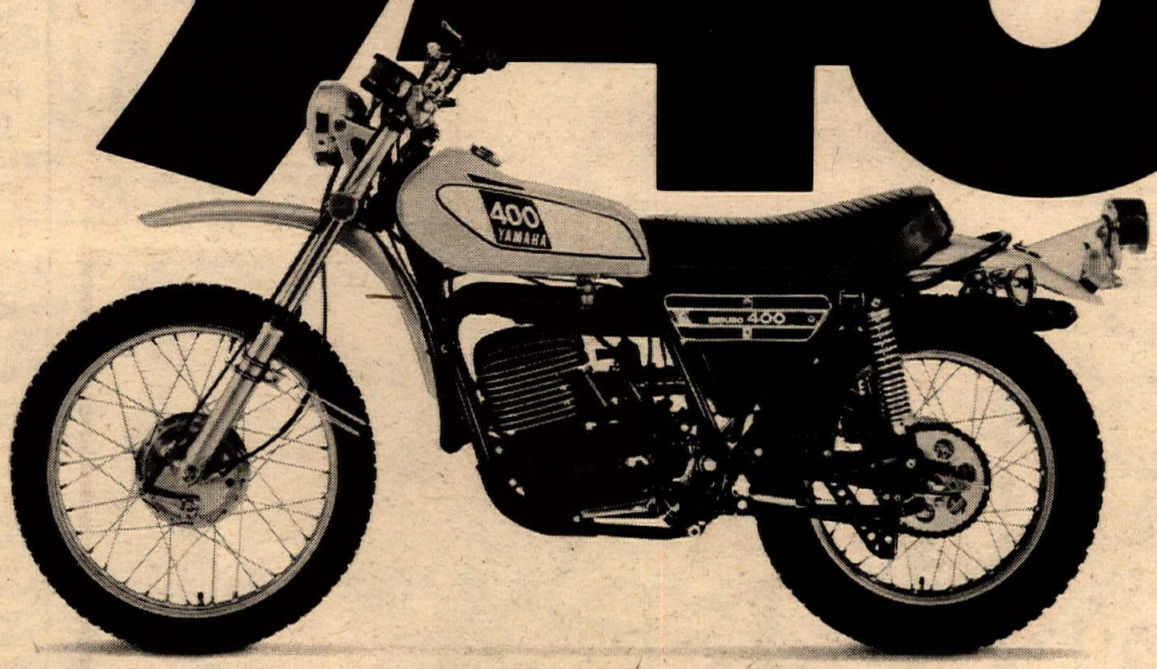


"I'M NOT RIDING IN FRONT OF SOMEONE WHO RIDES SIDE-SADDLE!"

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

The only improvement Yamaha could make on the 1975 DT400:

$948

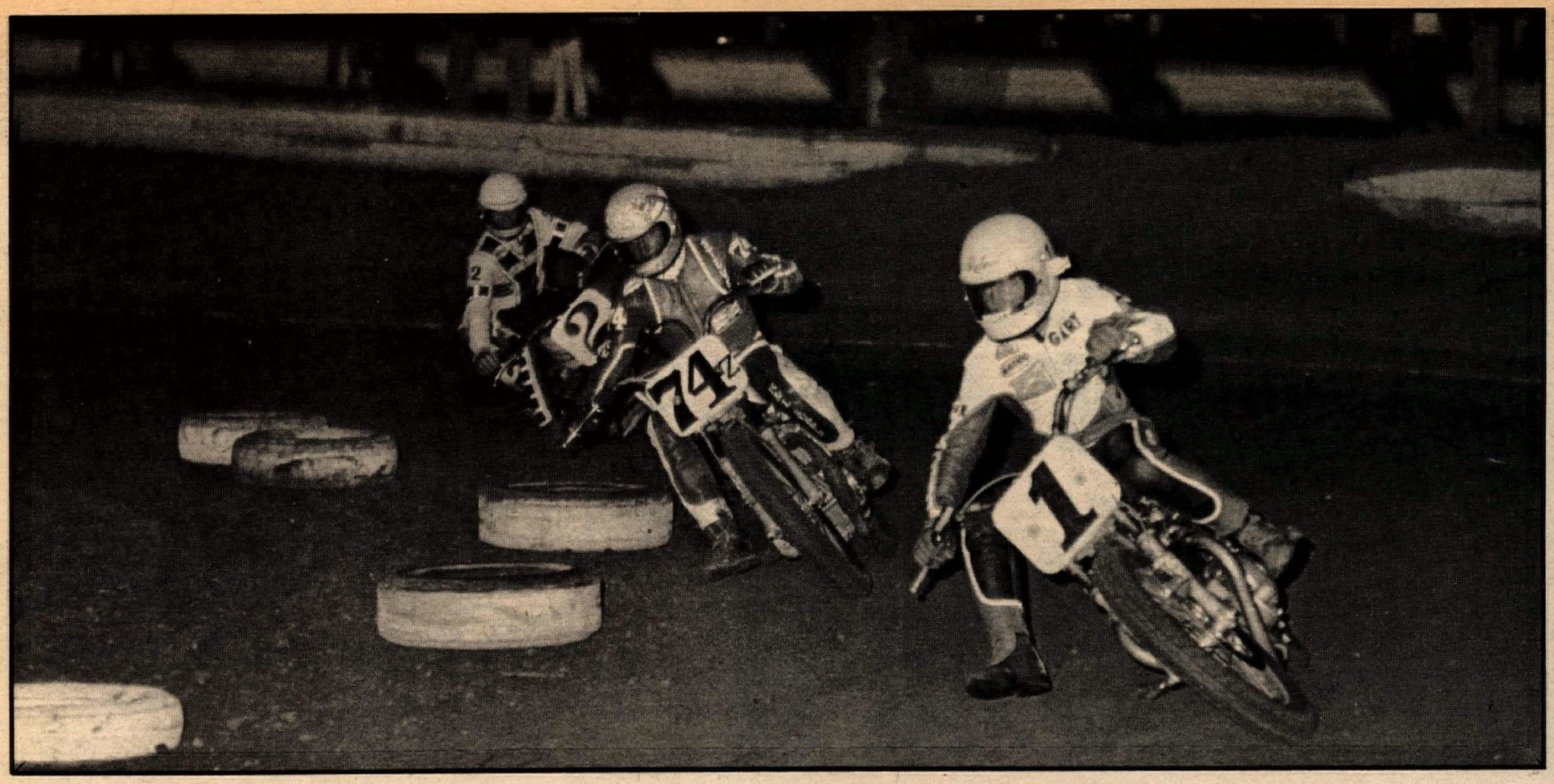


Now the 1975 Yamaha DT400, the bike test riders unanimously selected as last year's best all-around big bore on-road/off-road machine, is on sale. At $948, you save two hundred dollars.

There's a limited quantity of these high performance machines available. So visit your Yamaha Dealer today. At this price you can't afford not to see him.

Someday, you'll own a Yamaha.

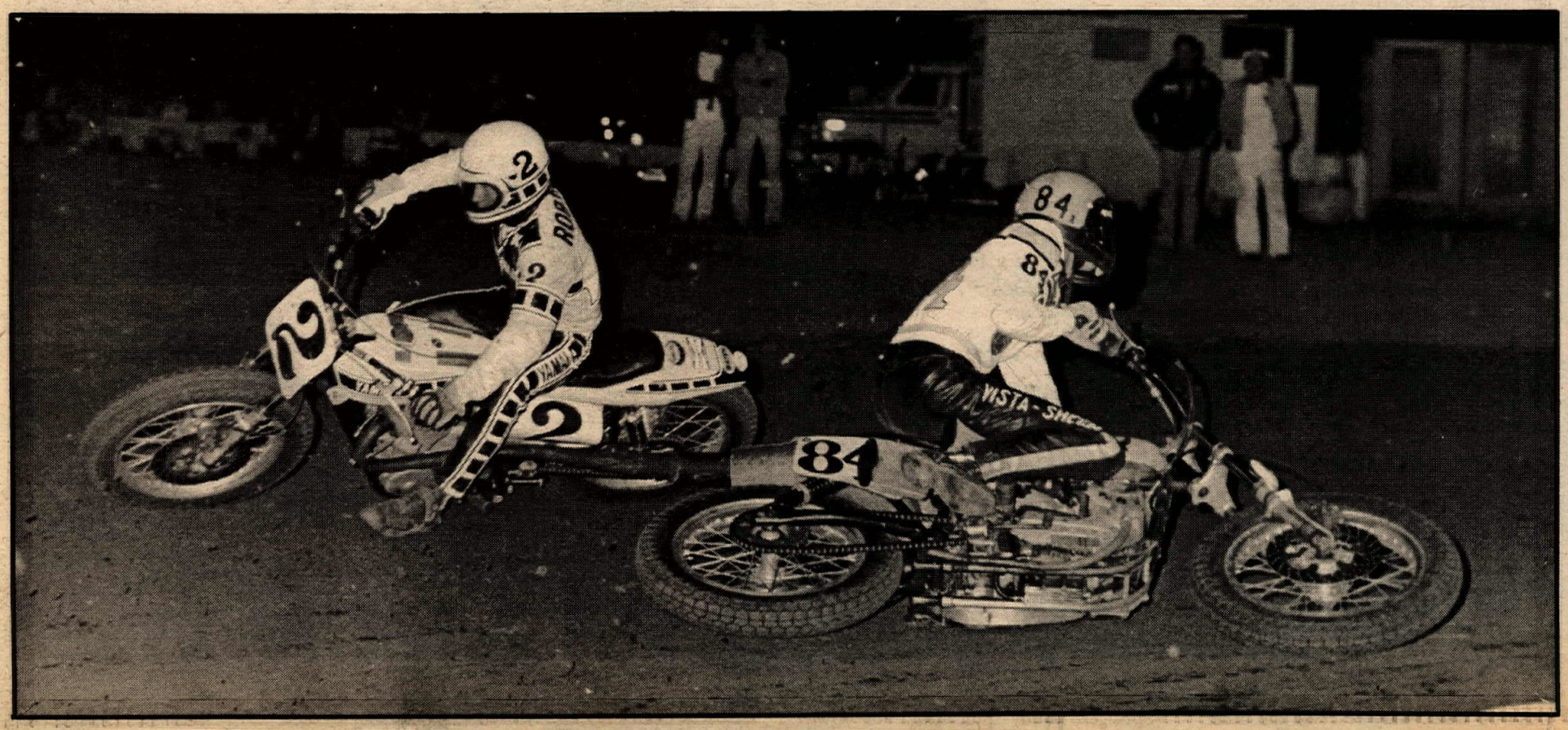
Manufacturer's suggested price excluding freight, dealer prep, title, state and local taxes.



(Above) The party gets hot as Eklund (74) splits the Roberts/Scott duel. (Middle) Aggie, Evel and Lynn say "Cheese." (Below) Ted Boody's turning point.

ASCOT TT SCOTT WINS

A CLASS CONFRONTATION



By Lane Campbell
Photos by Dan Mahony, Walt Mahony, Bill Dell & Lane Campbell

GARDENA, CAL., AUG. 7

Gary Scott, on a five year old Triumph, won his third Ascot TT National in as many years, leading arch-rival Kenny Roberts (Yam)

across the finish line by about five bike lengths. Rookie of the West Steve Eklund (Yam) finished third after holding the two top numbers in the nation at bay for 18 laps; Jay Springsteen rode the first factory Harley in at fourth; and Alex "Jorgy" Jorgensen brought an ancient BSA in fifth after an astounding come-from-behind charge.

Culling the field

It had been a race with all the makings of a classic, including prolonged anticipation. There was Gary Scott, back with the same Sal Acosta-built Triumph he'd used at Castle Rock, with a modified swing arm and relocated footpegs since that race, ready to joust at the factory windmill once more. Kenny Roberts was shouldering a personal and a factory hex – neither he nor Yamaha have ever won a TT here. The Northwestern TT specialists, led by Chuck Joyner, were out in force. Both of the nation's top Rookie Experts were on hand, and both would figure highly in the night's outcome.

The prolonged anticipation was provided by the track crew; an hour's delay in getting into time trials after the water truck left standing pools here and there on the track. More dragging was needed to create a well-worked, if slightly muddy surface. "I'd rather run on this place muddy than any other track", said Ted Boody, moments before turning fifth fastest time. And it was Ted Boody who would holeshot polesitter Kenny Roberts (top time, 45.73) in the first heat, trailed by Gene Romero (H-D, with his sponsor Evel Knievel spectating) and Paul Bostrom (who just made the grid under two minutes grace as Harley factory tuner Babe DeMay quickly buttoned up the primary side of Paul's bike). Billy Oliver, on a loud and extremely healthy Yamaha TT500, began to pressure Bostrom by the second lap, taking him on an outside pass in the right-hand sweeper after the jump. He then set out to work on Romero.

But the focus was on Boody-Roberts, the Vista-Sheen sponsored rookie giving the former Number One move for move, lap after lap. Roberts would try him on both sides dragging down into the infield, worked past him once in the right-left after the jump, then trailed again as Boody out-drove him leaving the north turn. Both riders thoroughly were themselves out, muscling the bikes, fighting the tendency of their relatively soft-sprung chassis to catch and lose traction on the tacky surface in a series of vicious wobbles. They were holding them straight by main force, as other riders often let 'em wobble; and it was a bit frightening at times.

Oliver did a clean laydown in the right-hand sweeper ahead of Gene Romero (whom he'd just worked past) late in the race; jumped back on and finished eighth. Roberts trailed Boody by two lengths across the finish, then came Romero, Mike Kidd, Bostrom, Corky Keener and Terry Dorsch.

Steve Eklund blew away a restarted second heat, passing Rex Beauchamp early and disappearing. John Hateley finished a bit hot because the race wasn't stopped a second time after he slid down in the first turn scrimmage. Dave Hansen trailed Beauchamp home second-third, Mert Lawwill hung in fourth, and Pat McCaul (Tri) out-powered Bruce Hanlon to the finish after Hanlon, astride a Roberts-framed TT500, had been giving Pat hell in the infield.

The third heat was all Scott – both of them, as the brother act led off with Hank up front. Gary reversed the order by mid-race, as Rick Hocking, swollen knee and all, moved up to pressure Hank the rest of the race on his TT500. Joyner worked up through the pack, dueling with Skip Aksland (Yam). Friends said they'd not seen Skip ride so aggressively in a long time, and he and Joyner bumped and undercut each other all around the course. Skip lost the exchange on the white flag lap, sliding out and remounting to finish

Fourth heat had Jorgy Jorgensen on an outside pole, having turned fourth fastest time on that scruffy TT-scrambles BSA and still pumped after his previous night's half mile win. And although Jay Springsteen out dragged everybody and Don Dodge body-blocked his way into second, it was Jorgy who provided the drama, working past Dodge after almost laying it down in turn one, then continuing a crowd-pleasing duel with Springsteen, pitching the BSA sideways around the outside of the Harley in the infield, then getting blown away down the front straight, lap after lap. Bump-shuffle through the infield on the white flag lap, Springer held his line and led Jorgy across the finish followed by Dodge, John Gennai (Tri), Randy Scott (Tri) and Tom White (Yam). "And that", said Bart Barfly, "was worth the price of admission."

Semis & trophy race

Mike Kidd elected an inside pole for the first Semi, changed his mind moments later and inverted the start. Mark Smith red-lighted the first start as Mert Lawwil trailed the field. Second start and ol' Mert got an unbelievable holeshot ahead of Kidd and Paul Bostrom. But Mike would soon work Mert's other Harley around into a transfer spot, followed by Bruce Hanlon and Billy Oliver as the two nimble 500 singles made hash of everybody in the infield.

Second semi, Walt Foster (Tri) dropped the hammer from the outside, led through the fishook left into the infield and fell. Shaken and bruised, he walked away from it, saying "I felt like all 13 of them ran over me . . . each one that hit me moved me a little further to the outside." Mike Myers on a Redline-framed Norton led briefly before being put back by John Gennai, John Allison (Yam) and Chuck Joyner, dicing in a group. Allison fell and remounted. Joyner slipped under Gennai in the right-hander before the jump after a seesaw battle for those last two transfers.

Paul Bostrom copped the Sprocket Specialties award in the Expert Trophy Race after taking over from Randy Cleek (Yam). Billy Oliver on that strong thumper took most of the race to work past Cleek in another classic horsepower-vs-handling seesaw.

25 Lap National TT

What a front row! Ted Boody had won the fast heat, and lined up alongside was rival rookie Steve Edklund. In the middle, Jay Springsteen, then Scott-Roberts side by side, flanked by Rex Beauchamp. Jorgy had the BSA inside the second row, with Hank Scott, Burritto, Dave Hansen, Don Dodge and Rick Hocking. Semi transfers Joyner, Kidd, Gennai and Hanlon had the anchor.

Wish for slow motion as the front row hit turn one; Scott-Roberts still side by side, and Steve Eklund slipping under both for the lead as Boody and Springer went bumpity-bump to split Numbers One and Two. Somehow Boody lost his front number plate. Eklund stretched a bit the next two laps, as Roberts went almost to the haybales diamonding turn one to take Springer. Boody spun into a 360 down in the hook; Roberts just missed him and went into third. Meanwhile the order settled behind the front five to Hocking passed by Beauchamp (who later faded to 11th), then Romero, Gennai, Hansen, Joyner, Hank Scott, Dodge, and Jorgensen-Hanlon together at anchor or near it. After Boody dropped himself to about seventh, Jorgy began to come hand-over-hand through the pack on the hardest-working BSA Ascot has seen in years.

The lead trio had strung out slightly and Gennai ducked under Beauchamp to try to follow Jorgy who had just blown by both. But Jorgy had sights on Boody and passed him wheel-high with super traction out of the right-hander before the jump. Shortly thereafter, Boody's chain parted.

In the tight stuff, Gary Scott, who had settled into a kind of rhythm behind Eklund, began to wake up and go to work on the rookie, while Roberts moved up to join the party, still manhandling a semi-cooperative Yamaha. Whatever a first-year Expert must feel with that big Number One looming over his shoulder, it began to get to Eklund. Barely holding Scott off, he finally smacked a tire in the infield and bent the brake lever. Lap eighteen, bump-shuffled in the big left-hand hook, Scott goes into the lead and never looks back. Roberts follows as Eklund adjusts to life with a bent brake pedal and carries on. As all this unfolded, Jorgy was arguing fifth-sixth with Hocking, finally winning out after several hard-fought laps. Jay Springsteen was circulating comfortably in fourth with little hassle from anybody. Bruce Hanlon had completed his own come-from-behind race, not quite as quickly as Jorgy's, to finish ninth on the thumper behind Gennai-Romero.

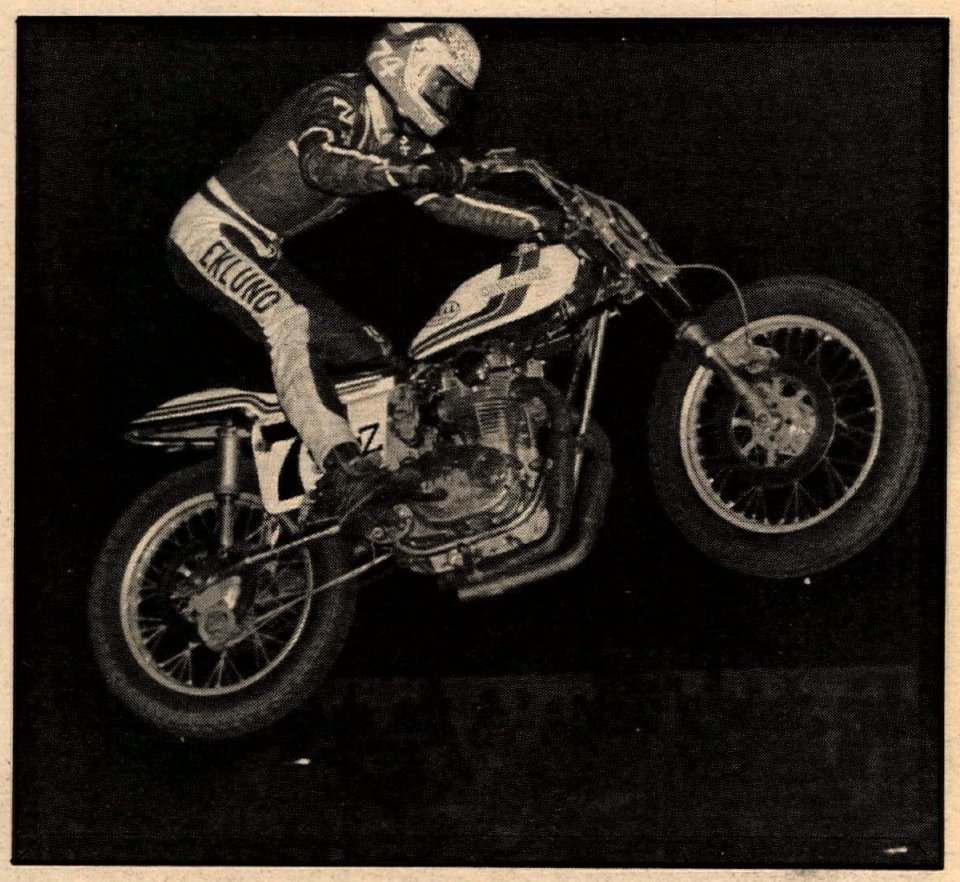
Gary Scott had one word – "Fantastic" – for his feelings on the victory stand, as he doused himself with champagne before anybody else could do it. Roberts said, toward the end, he was too tired to hold it wide open, though the former Champ retains a powerful pitching arm, reaching the back row under the press box with packs of Camels. Kenny also retains a mob of fanatical waist-high fans who clustered around long afterward in the pits as Gary Scott, the privateer Champion, shunned the mob and headed for his van to change. It was well after midnight – a long and eventful evening for everybody; and even the venerable Gardena racetrack seemed tired. •

Results

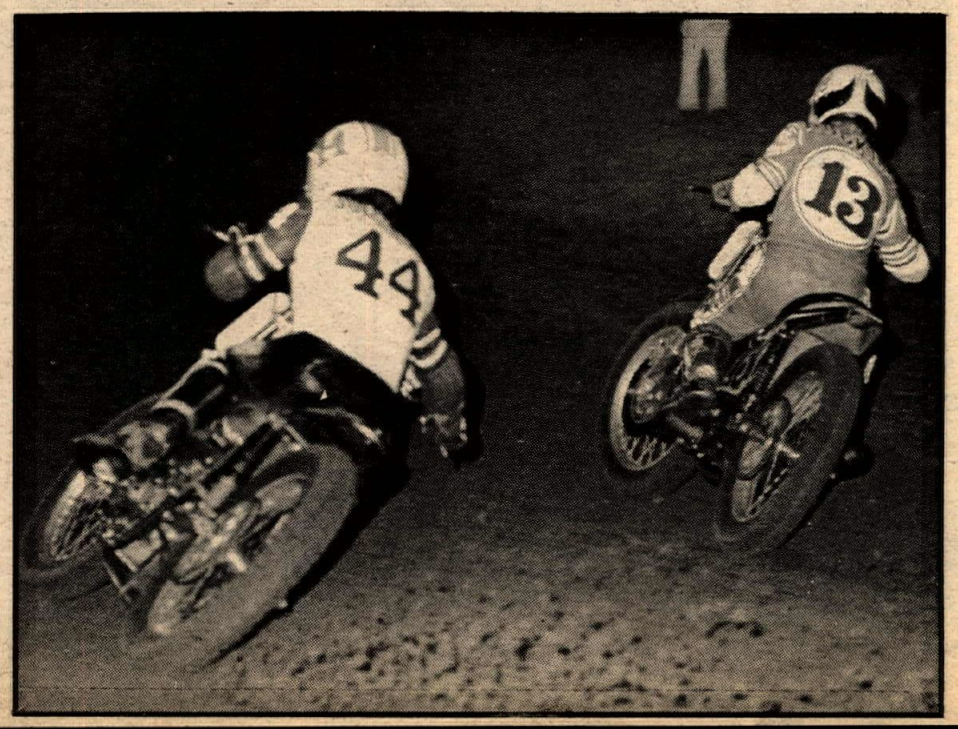
25 LAP NATIONAL TT: 1. Gary Scott (Tri); 2. Kenny Roberts (Yam); 3. Steve Eklund (Yam); 4. Jay Springsteen (H-D); 5. Alex Jorgensen (BSA); 6. Rick Hocking (Yam); 7. John Gennai (Tri); 8. Gene Romero (H-D); 9. Bruce Hanlon (Yam); 10. Chuck Joyner (Tri); 11. Rex Beauchamp (H-D); 12. Dave Hansen (Tri); 13. Don Dodge (Tri); 14. Hank Scott (Yam); 15. Mike Kidd (H-D). TIME: 18:29.28

EXPERT TROPHY RACE: 1. Paul Bostrom (H-D); 2. Bill Oliver (Yam); 3. Randy Cleek (Yam); 4. Dan McWhorter (Yam); 5. Pat McCaul (Tri); 6. Brad Hurst (Tri); 7. Tom White (Yam); 8. Mert Lawwill (H-D); 9, Jim Wright (Yam); 10. Mike Myers (Nor).

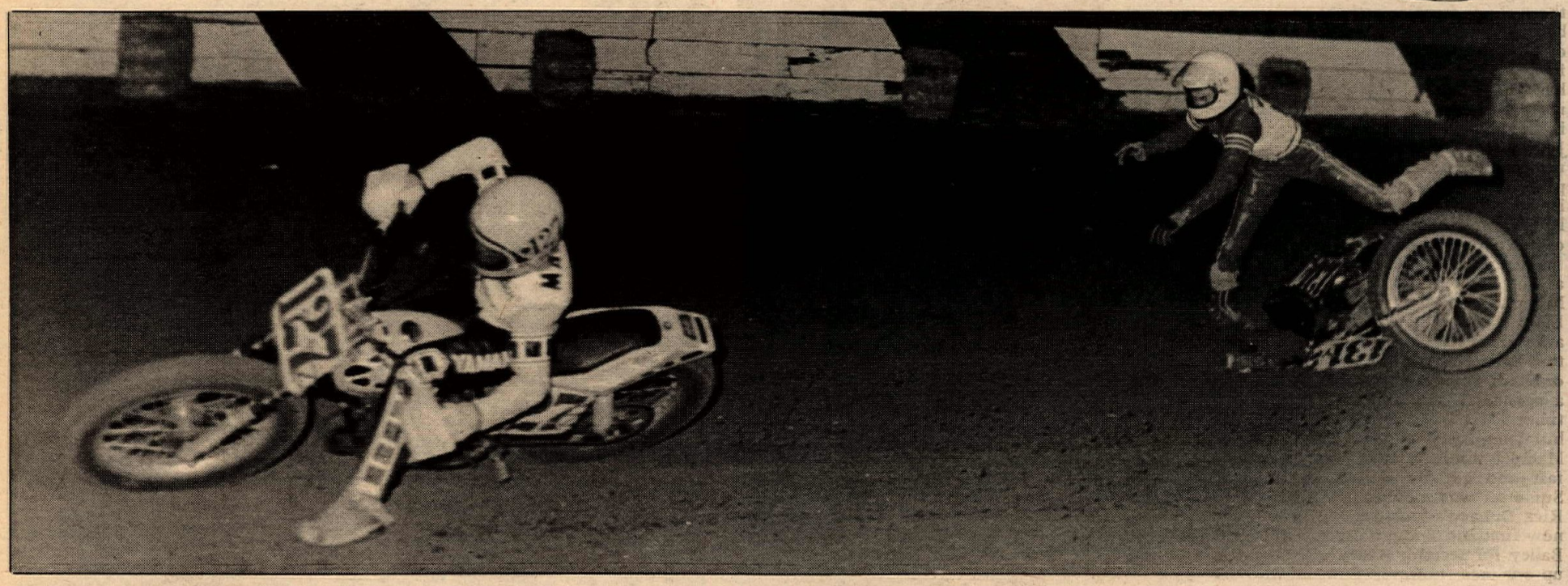
CAMEL PRO POINT STANDINGS: (Including Ascot TT) 1. Gary Scott (161); 2. Kenny Roberts (149); 3. Jay Springsteen (131); 4. Randy Cleek (88); 5. Ted Boody (82); 6. Rick Hocking (77); 7. Corky Kenner (73); 7. Steve Eklund (73); 9. Hank Scott (70); 10. Gene Romero (59).



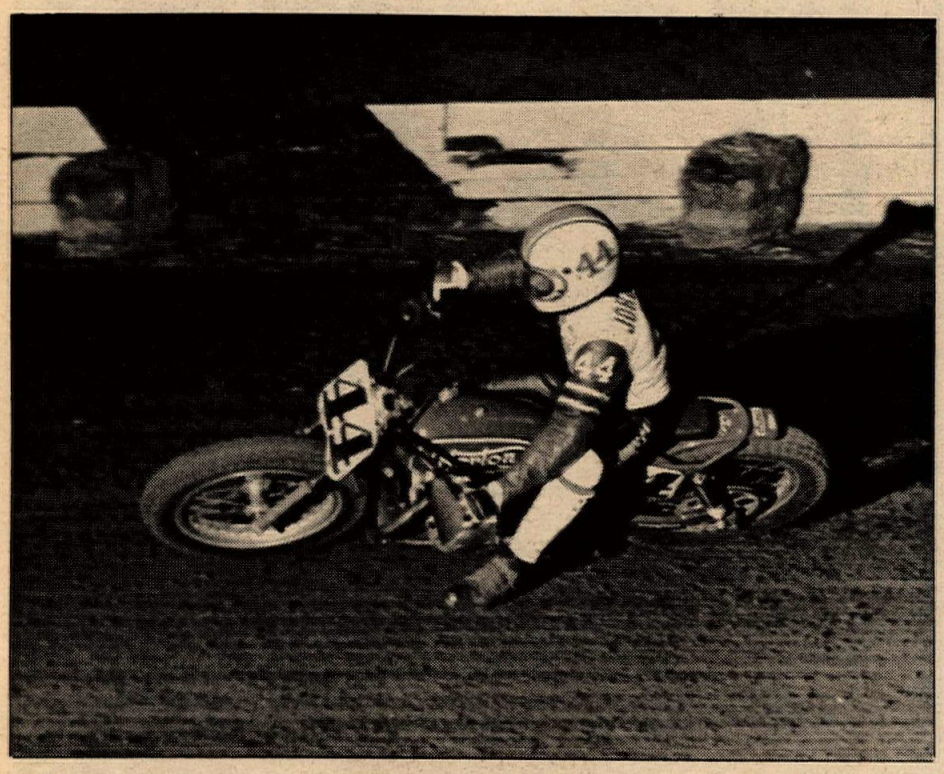
(Above) Rookie Eklund tries a little MX-ey style on the jump.
(Below) Jorgy (44) and Hocking (13) in the right-hander;



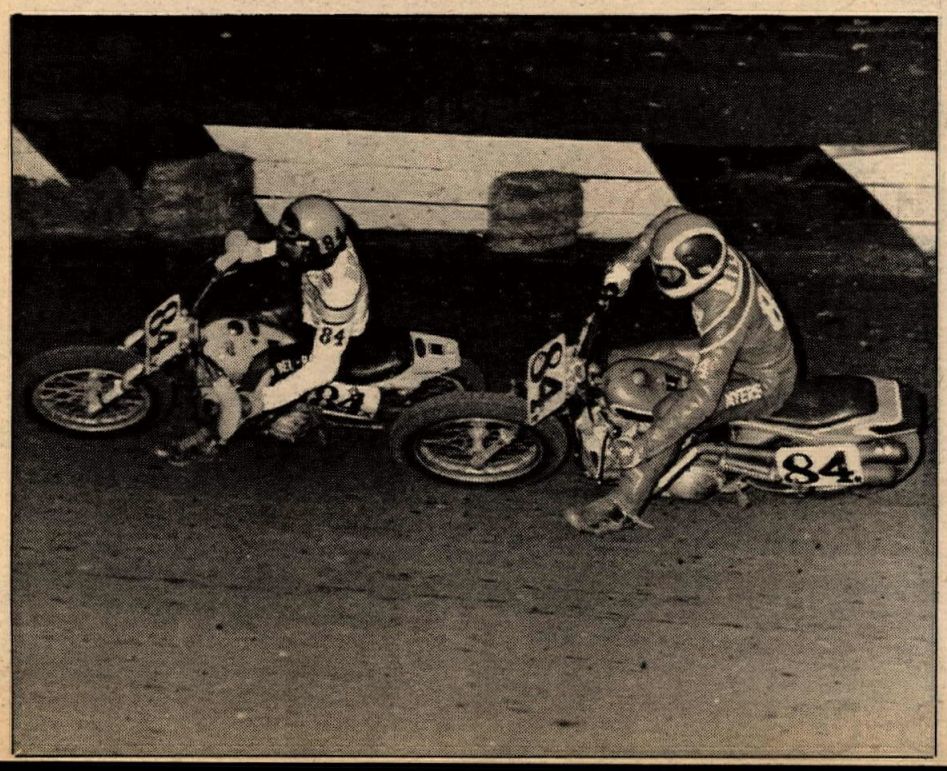
Jorgy claims Gardena Gold Cup



Novice Randy Mamola (127Z) zips on by, unaware of the painful fandango taking place right behind him.



(Above) Alex Jorgenson (44) paired up with Ron Wood's Norton to claim the Gold Cup. (Below) Ted Boody (84Y) and Mike Meyers (84R) created a little confusion and a lot of excitement in the Expert ranks.



By Maureen Lee
Photos by Dan Mahony

GARDENA, CAL., AUG. 6

Ron Woods had to be the happiest tuner in the world Friday night as his Nortons finished one, two at the Gardena Gold Cup. The riders,

Alex Jorgensen and John Hateley had served early notice of their intentions by both making the trophy dash, with Jorgy setting fastest time of the night, 22.44.

There were two expert heats with Jorgensen in the first one. As per usual he was out front, going straight and hard through the first turn while the rest of the pack shaggled around for position and traction behind. Walt Foster (Tri), pulling out all stops, got up to second with Mike Myers on his tail and then Allison right behind as the last direct transfer.

Second heat it was Hateley's turn to lead for a while with Jim Wright (Yam) second. Right behind Jim was Ted Boody (H-D), a fast rising star, sponsored by Bart Markel. The lead changed hands several times, Boody finally took hold of it, Hateley finished second, with Wright third.

Naturally the novice heats had led off the evenings racing and Charlie Summers (Yam) ran off with the first one, after a re-start caused when Arthur Junker really got off hard in the north turn. Charlie was followed in by Mike Devlin (Yam).

Second heat looked like the start of the main since most of the top novices were in it. They were Eddie Lawson (Bul), Tim McWhorter, Don Grigsby and Dave Lujan all on Yamahas. It was Lawson off first, then McWhorter and Grigsby who nailed McWhorter for the second spot going down the straight. Fastest heat honors went to Mark Murray (Kaw) with a very fast 2:01.53 as he really drove hard to take the lead away from Don Bailey (Yam).

Road race star Randy Mamola (Yam) won the fourth contest despite sparks arcing visibly across his engine's head on the starting line. The engine didn't malfunction and he blew off into the lead leaving Chris Paulson (Kaw) to take second away from Jeff Kerr (Yam).

The Junior Heats would take two to the main. Number two man in the point standings, Ted Davidson (Yam) won the first one with Scott Pearson (H-D) the second direct transfer. The second heat was spectacular. One rider literally lost a wheel and within split seconds it looked like three riders and their motorcycles were having a hayfight in the south turn as they all tumbled into a big pile.

Gordie Kidd (Yam), who had luckily been in the lead when all the uproar started behind him, shot off to the front again, with Lowell Moural (Tri) right after him. Rich Warren (Yam) really had a drive going at the end for Moural's transfer spot but couldn't quite get it.

The last heat went to Randy Gibbs (Yam) with Randy Miller (Yam) second and current high point Junior Steve Fortune (Yam) third.

In the Novice semi, it was Tim McWhorter from start to finish, followed in by Rick DeLacy. In the Junior go, Travis Petton (Yam) became first alternate, losing the transfer spot to Kirk Tardiff (Yam), while up front it was Rod Sexton leading them home.

End of the first lap of the Expert semi it was John Gleason (Yam), Paul Bostrum (H-D), Bob Sanders and Dan McWhorter, on Yamahas, out front. McWhorter got by Bostrum to take over and hold second. Bostrum didn't lose third but Rob Morrison came on through past Sanders to take the transfer to the Gold Cup Main.

After intermission there was a short presentation by the city of Gardena's Chamber of Commerce, sponsors of the race. Each year they honor an outstanding local citizen. Past honorees have been J.C. Agajanian, Tom and Roxy Rockwood, and Don Hawley. This year the honor went to Max Zeigler, the owner of Ascot Park, who was there in person to accept his award.

In the Trophy Dash Paul Bostrum replaced Hank Scott who had not lined for his heat. The line-up was Jorgensen, Hateley, Myers and Bostrum. Bostrum grabbed the lead momentarily but Jorgensen went right around the group

on the outside flat out, into the lead. But coming half-way through the north turn the Norton let go and Jorgy coasted to a stop. Hateley was now in the lead and Mike Myers was letting it all hang out but couldn't catch the Norton.

The presentation was happy, although it was hard to watch the smiling Hateley get his award while there was frantic activity going on behind in the Woods pit. Hateley spoke delightedly of the machine he was riding for the very first time, "Fantastic handling", and "really a great motorcycle." This Norton number two is actually sixty pounds lighter than Jorgensen's freight train, which was undergoing mechanical repairs at that point. The primary chain had let go and it was only quick action by Jorgy that had prevented the usual devastation that occurs within when a primary breaks.

Next, the Novice Main lined up and at the end of lap one it was Randy Mamola first, then Mark Murray and Eddie Lawson. Murray's Kawasaki got away from him, flying high in the air in the south turn and a restart was ordered. This gave alternate Dave Lujan a chance to move into the race. This time it was Lawson first into turn one, but Don Bailey (Kaw) took over with Mamola third. Mamola was going very fast and got by Bailey, but Charlie Summers was moving. He finally took Rick DeLacy's fourth spot, Mamola was now first and Eddie Lawson had passed Bailey for second. Bailey wasn't giving up one inch however. Lawson, who has an impressive record on his Bultaco was right after the super-lightweight Mamola, and on the last lap he went driving for the low groove in the north turn. Glued together, they shot for the line, Lawson getting him by half a bike length at the flag.

Starter Al Mintz thought Gordie Kidd had started the Junior Main, but not Gordie, so a red flag brought the riders back for a re-start, with Kidd in the back row. Scott Pearson shot out in front, and stayed out there, with Steve Fortune second and then Randy Gibbs. Gibbs challenged Fortune, and got him, but it was still Pearson's race. Rod Sexton then arrived on Fortune's rear wheel and the pair of them made a real race out of it for several laps. Ted Davidson's plans for a win were done in by a broken rocker arm.

Off went the Experts, Jorgensen and Hateley first and second, then Tom Berry (H-D) and Dan McWhorter. All eyes were on Ted Boody as the youngster just came on up through the group of Ascot regulars to take over third by dragging past Berry on the inside of the back chute.

Berry couldn't keep the pace and was soon back a bit, along with Dan McWhorter who couldn't stay in front of Walt Foster any longer. Foster moved into fourth and behind it was Allison, Myers and Bostrum.

Still up front was Jorgensen, Hateley and Boody and another gap before Foster. Finally Mike Myers got free and moved into fifth, making it three riders in a row all carrying versions of number 84.

The finish was the same, and the distance between the three front runners and the rest of the riders makes the prospect of who will be the winner of the Eight Mile National even more exciting.

There is no doubt that Boody will be right in there although he couldn't catch the Nortons Friday night. But those Nortons didn't have to worry about Jay Springsteen, Gary Scott and Kenny Roberts either. That upcoming National could be the most exciting race we've had in years. ●

Results

NOVICE MAIN: 1. Eddie Lawson (Bul); 2. Randy Mamola (Yam); 3. Don Bailey (Yam); 4. Charles Summers (Yam); 5. Rick DeLacy (Yam).
TIME: 3:12.88

JUNIOR MAIN: 1. Scott Pearson (H-D); 2. Randy Gibbs (Yam); 3. Steve Fortune (Yam); 4. Rod Sexton (Yam); 5. Rich Warren (Yam).
TIME: 3:54.15

EXPERT MAIN: 1. Alex Jogensen (Nor); 2. John Hateley (Nor); 3. Ted Boody (H-D); 4. Walt Foster (Tri); 5. Mike Myers (H-D); 6. Paul Bostrum (H-D); 7. John Allison (Yam); 8. Dan McWhorter (Yam); 9. Tom Berry (H-D); 10. Rob Morrison (H-D); 11. Jim Wright (Yam); 12. John Gleason (Yam).
TIME: 5:46.80

TROPHY DASH: 1. John Hateley (Nor); 2. Mike Myers (H-D); 3. Paul Bostrum (H-D); 4. Alex Jorgensen (Nor).
TIME: 1:10.69

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Aqua Fest Road Race:

Smile when you say that, podner

Story & photos by Jody Weisel

AUSTIN, TEXAS, AUGUST 8

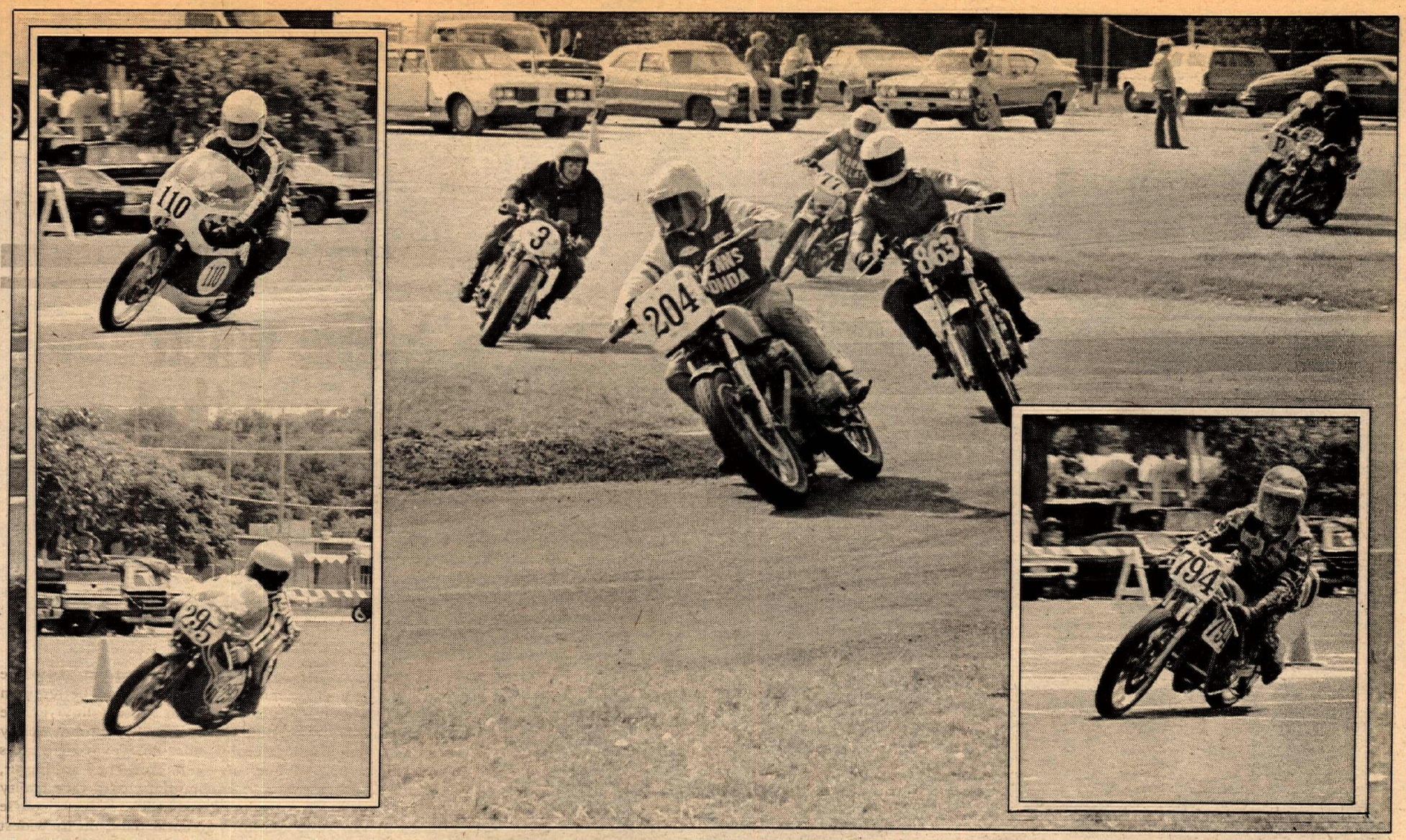
Texas heroes are unlike those from anywhere else. They are bigger, bolder and better than real life, as anyone who must follow in the footsteps of Pecos Bill, Davey Crockett, John Wesley Harding and Audie Murphy must be. Texas road races are unlike those found anywhere else. They are bigger, bolder and better than contemporary road race reality could imagine. So imagine if you will a road race course next to the State Capitol's greenest park, on its widest boulevard, around its cleanest streets with sailboats lazing by on the Colorado river, sunbathers laying in the grass and a Texas-style bar-b-que intermingled with a run-what-ya-brung attitude. Within sight and most definitely within earshot of the tarnished gold dome on the Texas State Capitol 200 of Texas' premier road racers and several thousand spectators celebrated America's only great street race.

Texas heroes have a tradition of lassoing tornadoes, going down swinging and never hurting an honest man. That is the stuff that legends are made of. And in the high powered world of Texas road racing there is a man with the courage to ride the wind with Pecos Bill, stand beside Crockett at the Alamo, face death like Harding and just as berserk as Audie. His name is Paul Stephenson. As Paul Stephenson, he is a fireman in Dallas, Texas. His legend is as 'Hogman'. As Paul 'Hogman' Stephenson he is Texas' greatest road racer, and to Texans that means the world's greatest road racer. For four straight years Stephenson has won the big bore classes at the Aqua Fest Road Races, a feat to be admired. But to say that the Hogman has won those races is to deny him his due. Stephenson has demolished his competition with a frantic display of awesome horsepower, squirming, shredding rubber, and full power broadslides. If the Hogman is scared by his heart wrenching thrusts with the 1000cc plus Honda four, it doesn't show. That the crowd is scared is both visible and audible. Ooo's and ahhh's are the only things that can keep pace with him around the tight slippery Aqua Fest road race, nee' commuter course.

1976 was no different as Stephenson won both Open Cafe and Open GP on his Dave Rash and Stubblefield Honda's. His Open GP win was a little wilder than usual because he lost his brakes on the second lap and had to resort to sliding to slow down for the corners.

Lesser heroes ride the same track as the Hogman, at lesser speeds, with less imagination but not with less desire. In 125 GP Gordon Seim on a birdcage framed Can-Am took a quick lead as the Bonneville record holder was prepping before take the trek to the flats. Pursuing him was David Langley, whose small young stature made his TA125 Yamaha loom like a Munch Mammoth, and Ed Green on his single cylinder 125 Kawasaki. Last year's winner Duncan Paul languished behind these three with a repeat of his normal terrible start. Paul quickly dispatched Green's KX 125, Langley's TA and Seim's Can-Am to pull away for the win. Langley took second, Seim third and Green fourth.

200 GP road racing has become the bread and butter Grand Prix class in Texas and the class of the class has to be three time Daytona 200 GP winner Bubba Byars. Byars quickly motored his blue and red Suzuki to an ever increasing lead over the shrieking pack. By the end of the race Byars was a quarter lap ahead, or about two blocks and a street light beyond second and third place jammers Henry Brigham and Barry Brand.



Gene Hornot amid the sights of Austin. (Above) Open Production winds through the streets. (Insets) Duncan Paul (110), David Langley (295) Gordon Seim (794) 1-2-3 in 125 GP

This year the Aqua Fest committee and the Kapitol Katz MC, who sponsor the event, passed a rule affectionately known around the pits as the Hornot rule. The specifics of this piece of legislation was Gene Hornot who in the past has come to the Aqua Fest with a RD Yamaha production bike and run every Production class, Cafe class and some GP events. Anyone foolish enough to try this feat in 100 plus weather deserves some respect, but Hornot had the gall to win trophies in every class he entered. Last year he won six, this year he entered one class, the 410 Production class, and built up a big enough lead to carry him through the five classes he wouldn't be allowed to ride. Following Hornot in were Rusty Gorley and Charles Brothers, who after four laps looked like leaders as Hornot languished, lolled and took in the sights out front.

Texans play it right out front, maybe not fair, but plainly in sight. Everyone watching the Open Production race marveled at Dan Morrison on his 900 BMW and how easily he pulled away from the pack of Z-1's and other power packs. Especially amazed were the riders behind him who promptly protested the production birthright of his engine and pipes. "Shucks" said Morrison. "Disqualified" said the referee. "I win" said Dennis who insists on riding old British antiques. Luckily he was in good company as Jon Minnono rode a defunct Limey bike to the 750 Production win. Both Kalmus and Minnono don't mind a few oil stain jokes as long as "Ya smile when you say that, podner."

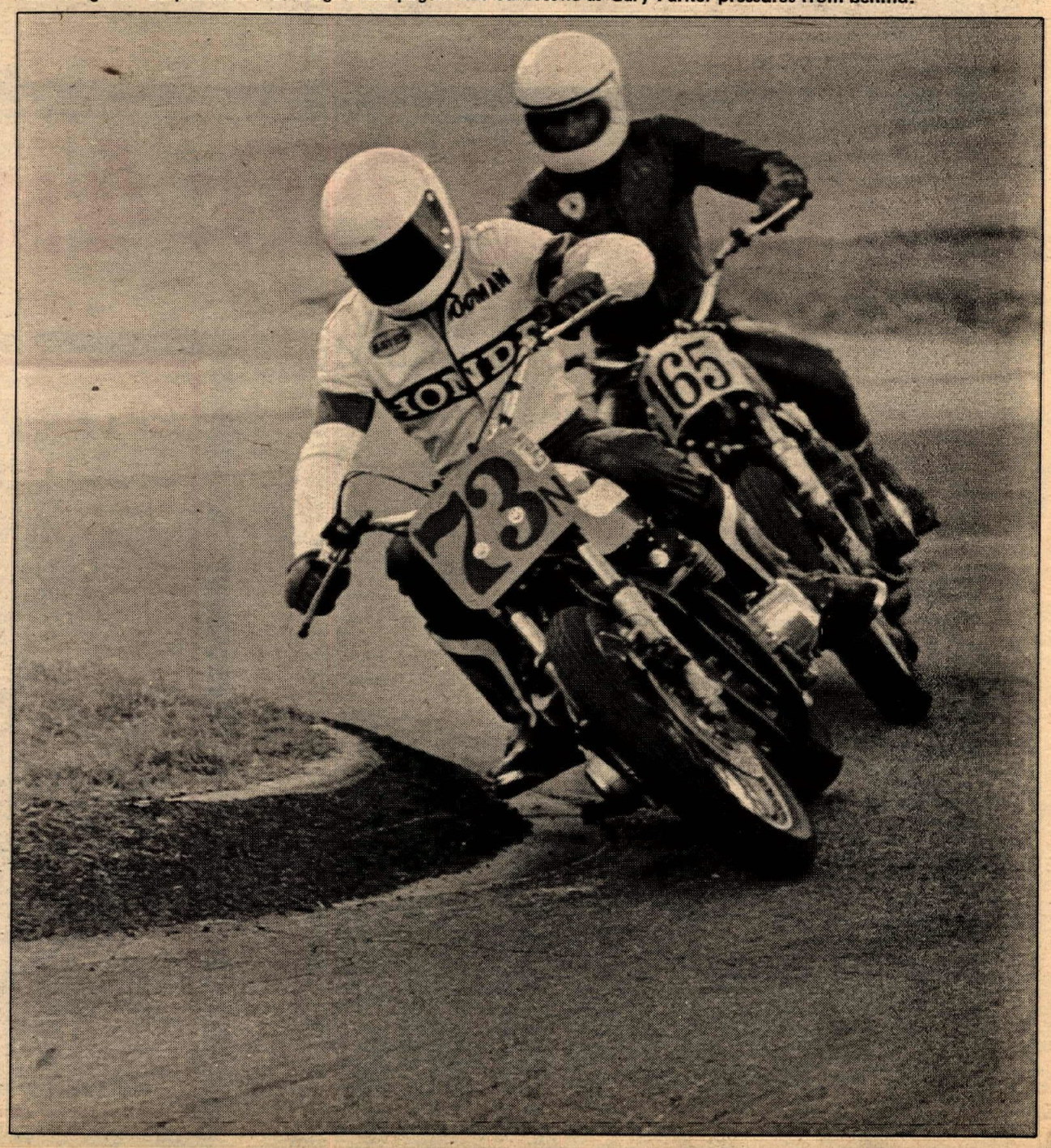
Gary Parker comes from the small central Texas town of Killeen. Gary used to be a hotshot motocrosser and he rode TM 400 Suzukis and beat the likes of Stackable, Priddy, Howerton and Wise cause nobody told him you couldn't go fast on those things. Parker is still up to his old tricks with an old 250 Suzuki twin and a few other non race bikes to win 250 GP, take second in 250 Production and second in Open GP.

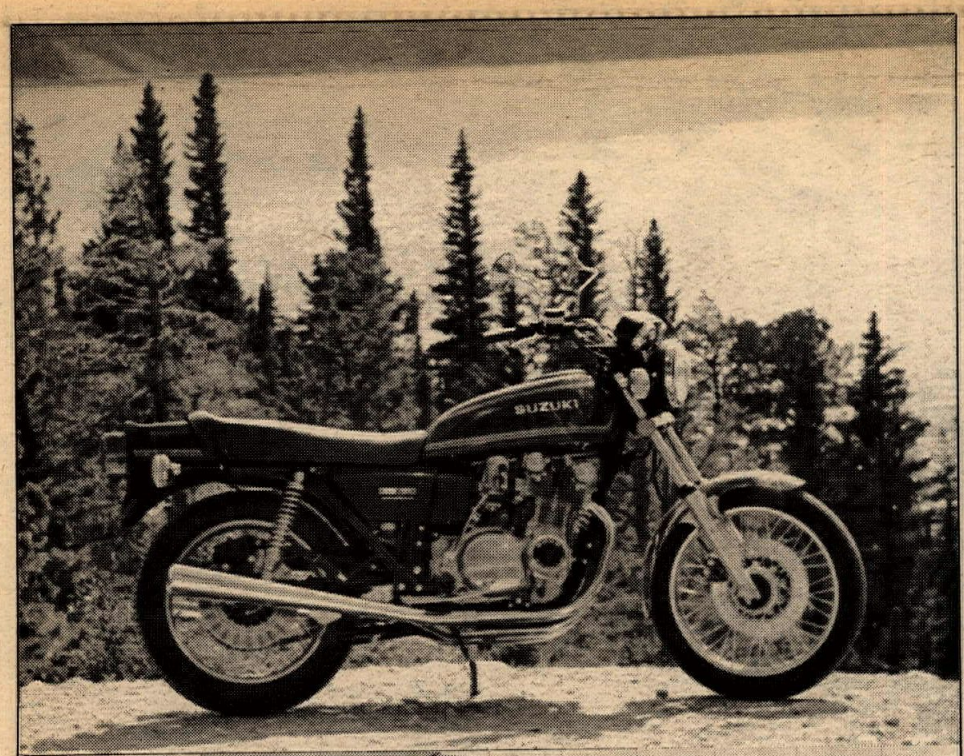
Texas road race is still dominated by howling Hondas, Hornot and Hogman. It is a closed shop just waiting for a man with a faster four to come into town and try to take it away. No way!

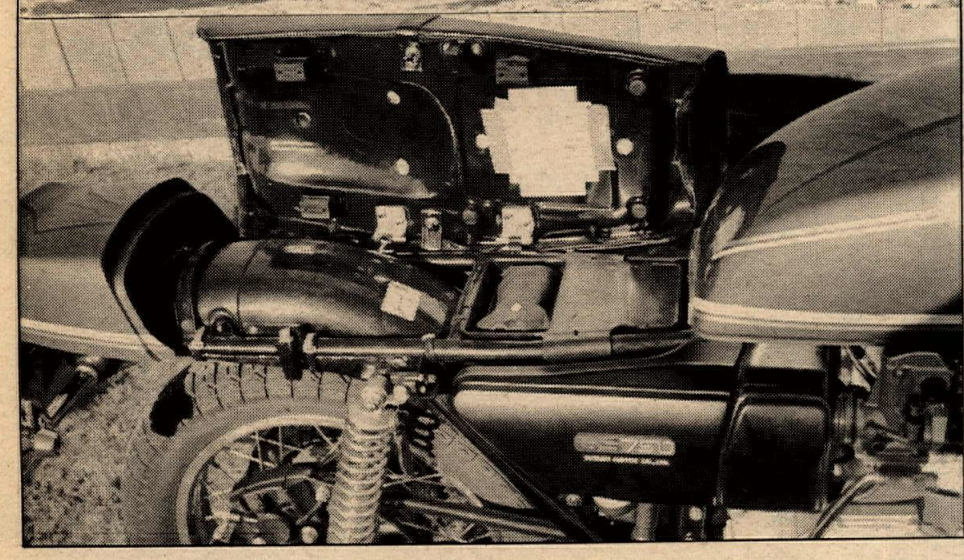
Results

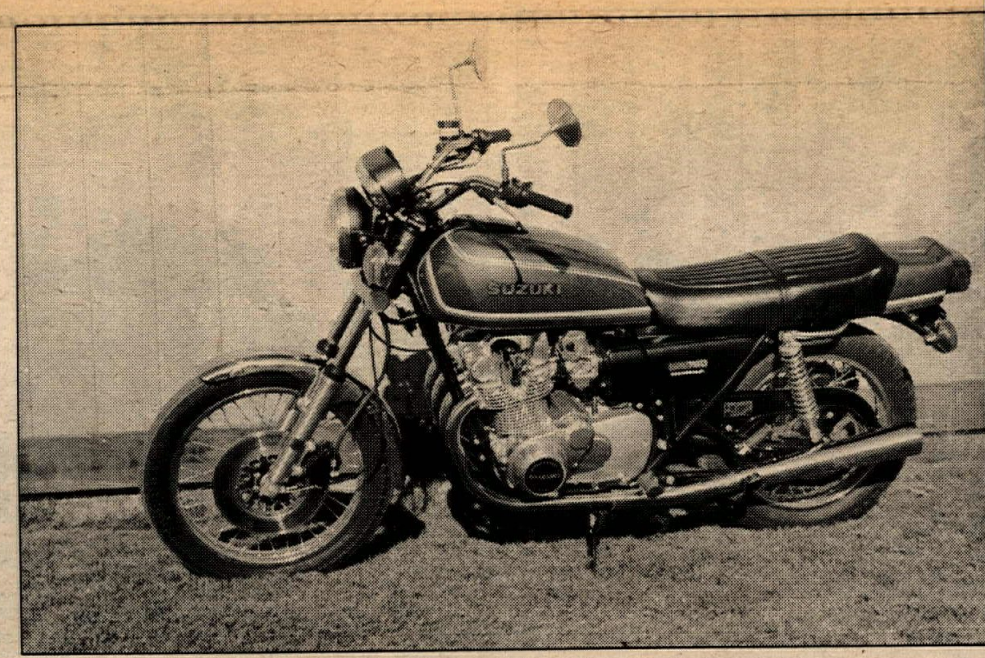
250 PRODUCTION: 1. Warren Eggar. 2. Gary Parker. 3. Gerald Smith.
410 PRODUCTION: 1. Gene Hornot. 2. Rusy Gorley. 3. Charles Brothers.
750 PRODUCTION: 1. Jon Minnono. 2. Joe Patton. 3. Tim Tolleson.
OPEN PRODUCTION: 1. Dennis L. Kalmus. 2. Hollis Morton. 3. Ray Alvarado.
410 CAFE: 1. Dave Cheek. 2. David Bearden. 3. Tom Stoffel.
750 CAFE: 1. Dave Robinson. 2. Richard Patton. 3. James Underhill.
OPEN CAFE: 1. Paul Stephenson. 2. Robert McMahon. 3. Mike Grace.
125 GP: 1. Duncan Paul. 2. David Langley. 3. Gordon Seim.
200 GP: 1. Bubba Byars. 2. Henry Brigham. 3. Barry Brand.
250 GP: 1. Gary Parker. 2. Jimmy Phillips. 3. Richard Phillips.
500 GP; 1. Rusty Gourley. 2. Joe Buenneke. 3. Randy Reynolds.
OPEN GP; 1. Paul Stephenson. 2. Gary Parker. 3. Joe Bauhs.

Paul 'Hogman' Stephenson (73) drags a footpeg on the curbstone as Gary Parker pressures from behind.

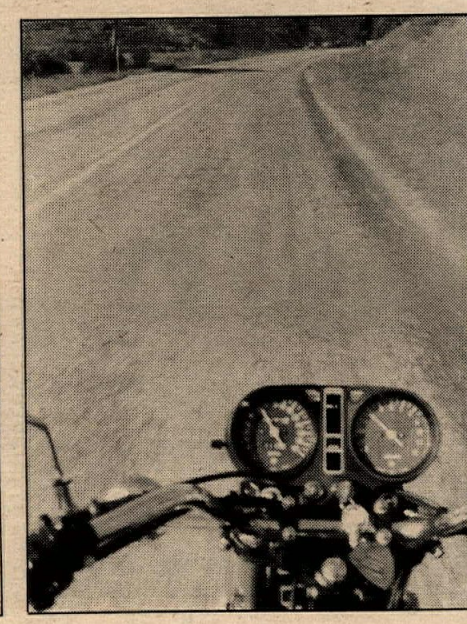








New 1977 Suzuki quad-cycle looks like a 350 twin from the rear, thanks to ultra quiet 4-into-2 pipes, like a 750 twin from the side, and like a 4-cylinder whatever from the front. Performance and handling, though, are in a class with no other. Instruments are red illuminated. Colors are red-orange or blue-green. Low saddle is ideal for shorter riders.



Suzuki GS 750; 4 stroke, 4 cy

By Charles Clayton

We've heard rumors for a year that Suzuki was coming out with a line of four-stroke motorcycles, so it was no great surprise when they

invited us to fly up to Helena, Montana and meet the new GS750-Four. Suzuki Motor Co., Ltd. has long been famous for its fine two-strokes, and lately for its fabulous three-strokes (the RE rotary). Now all they have to do is manufacture a cannon, and they'll have all the possible combinations covered, from one-stroke to four!

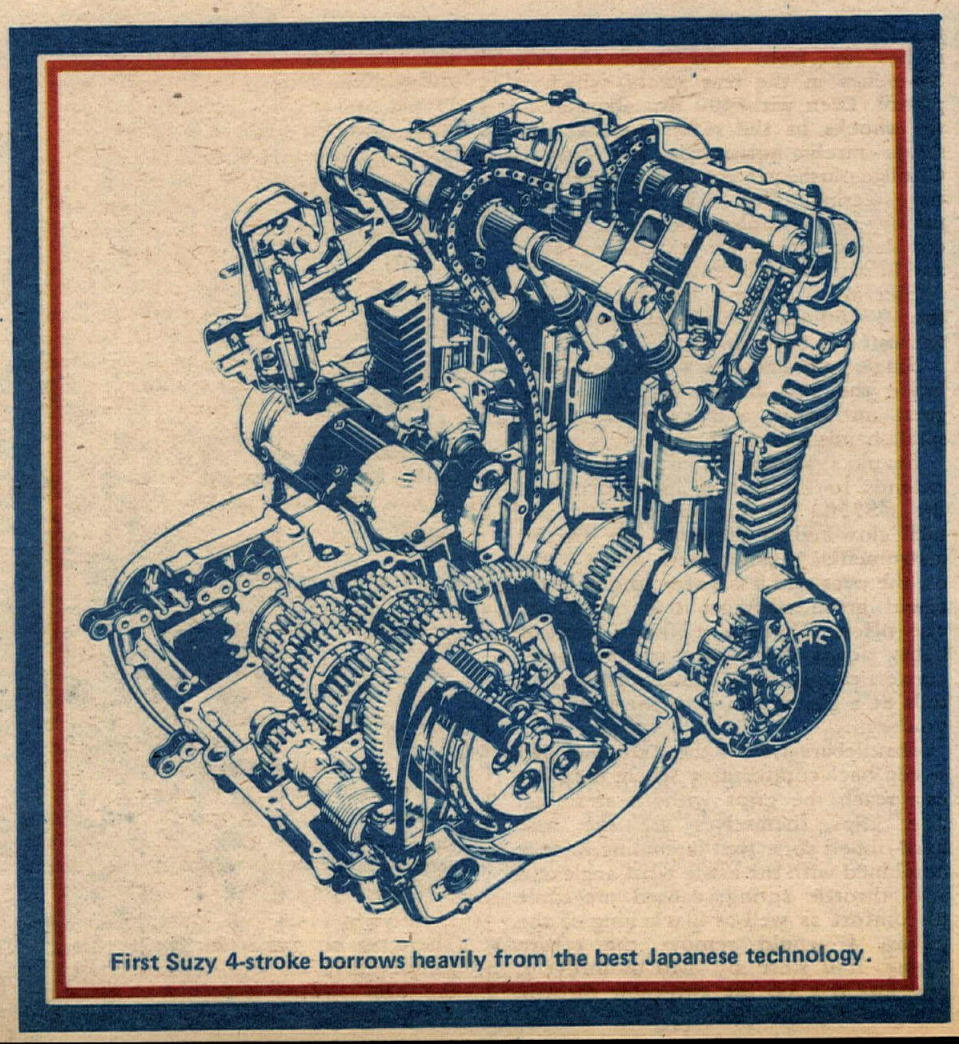
We were prepared to be astonished by the GS750, and we were. The machine is distinguished by its close attention to detail finish and the rightness of its design. If a motorcycle looks right, it usually is right, and the GS750 looks so right that hardly any of the bikers we encountered in a 500-mile ride even noticed that it was something they had ever seen before.

The engine is a straightforward in-line four with double-overhead cams ala Kawasaki's Z-model. A ram air deflector is cast into the cylinder head finning to keep things cooler. Its oversquare 2.56-inch bore and 2.22-inch stroke results in a short engine, which in turn allows room for a 4.8 gallon gas tank without spreading it out all over the place.

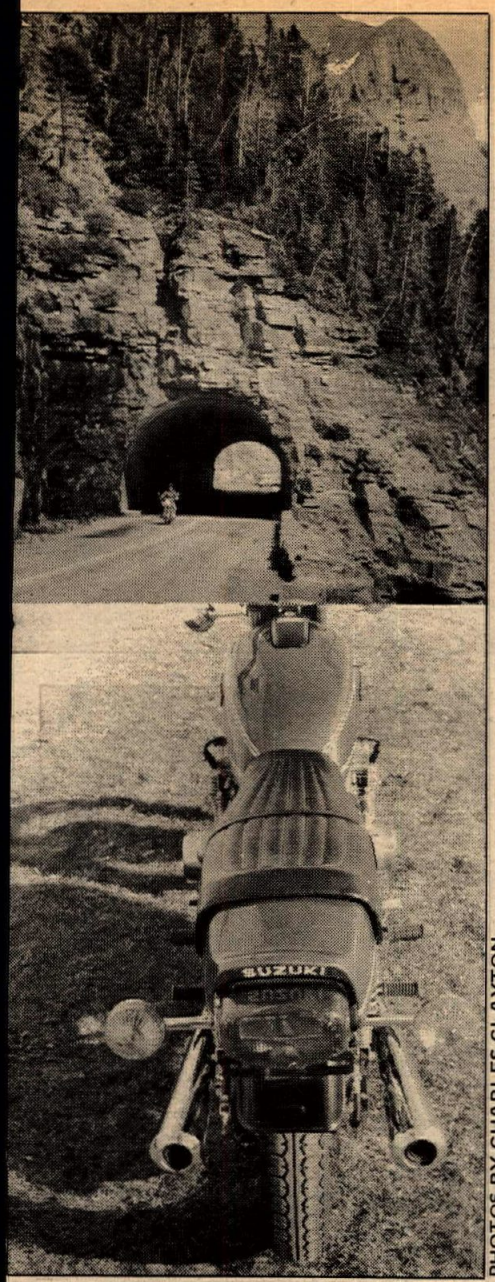
Compression ratio is 8.7 to one, and it runs happily on regular or no-lead gasoline. We averaged 45.9 miles per gallon riding solo in up to mile-high altitudes (on bikes jetted for sea level) and 37.5 to 41 mpg packing double

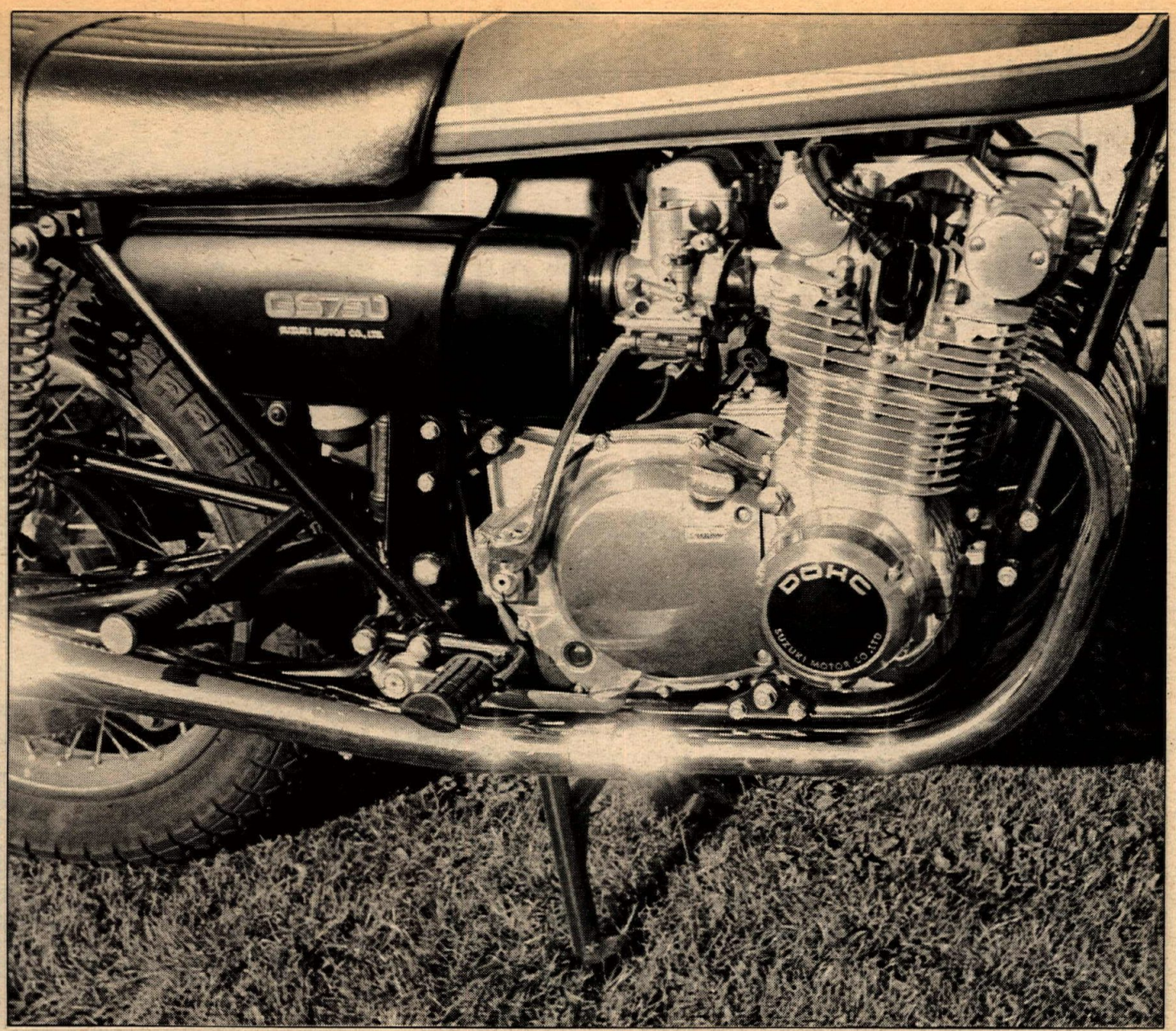
The crank shaft is supported in six main bearings (five roller, one ball) and the rods have needle bearing big ends. Camshafts bear directly on the head metal and are controlled by a self-adjusting central cam chain. The engine is designed to last for at least 50,000 miles and then you throw it away and buy a new one. I wonder when the Japanese manufacturers (Suzuki is not alone in this philosophy) will give us rebuildable four-strokes. It seems to me a helluva waste of the world's resources to keep offering "beercan" motors, the theory being that you use up what's in them and throw the container away.

Whatever, the first and possibly the second owner of a GS750 will get his money's worth in satisfaction, pride, and performance. The double-wall, four-into-two exhaust system is very quiet, yet formidable sounding at the outlets. The swingarm rides in a roller-bearing pivot that needs occasional greasing, but should preserve the great handling characteristics



First Suzy 4-stroke borrows heavily from the best Japanese technology.





PHOTOS BY CHARLES CLAYTON

linders, 4midable!

forever. Suspension travel is a full six inches in front and approximately 3½-inches in the rear struts, which is plenty. Even with 400 lbs. aboard and the shocks in the softest setting, the struts rarely bottomed. The ride is Cadillac-plush, yet grand prix precise in the steering. The forks took up the minor road ripples, bobbing like a copulating canine over expansion joints and blown-up pavement.

Steering was light, but spot-on and the GS750 can be ridden hands off without any twitchiness.

Single hydraulic discs front and rear, brake the 500 lb. scooter down with great authority, and even my wife's small hands can reach the levers easily.

Suzuki's famous attention to detail extends to the meters and controls of the GS750. The big speedometer and tach glow red in the dark, like aircraft instruments, making them much easier on the eyes and less distracting than the bright green packages that everybody else offers. There is a row of warning lights down the center of the meter cluster, capped by a digital readout that tells at a glance which of the five gears you're in.

Handlebars are off the RE rotary and sweep back comfortably where the rider can reach the grips without straining. The grips themselves are the new hard-ribbed style that is coming in and, combined with the acute wrist angle and stiff throttle spring, caused me some discomfort as well as blackening of the palms. I would remove the return spring, if it were my own motorcycle, and just rely on the two-cable throttle setup to shut the slides.

As with most touring bikes, the horn on the GS750 is a joke. Later production models may come with a louder horn. The gas tank is not too wide, but the filler cap hides under a locking cover that makes it somewhat of a bother to inspect. Those who prefer to dispense with the trapdoor cover will be pleased to find a smooth, finished well and a chromed gas cap showing.

There is even a headlight switch included on the left handlebar. It is installed in the permanent-on position, but all the owner has to do is remove the switch and re-install it backwards to return control of his lamps to the driver. A new, permanent magnet, three-phase alternator delivers up to 17 amps, (200 watt charging to handle all the electrical accessories Americans like to bolt on).

What's it like to ride?

In a word, impeccable. Throw your leg over the low, sprung dualseat and hang your hoofs on the driver's rigid footpegs, activate the choke, ignition on, and press the starter button. No fuel tap to turn on; there's a demand-valve that operates when the carbs are sucking. The engine fires immediately, and you adjust the idle with the choke. In about a minute it's warmed up. You can even start it in gear, if you're in a hurry. Press the shifter down for first cog and release the light, docile clutch. The engine doesn't vibrate, period.

Getaway is smooth, quiet, impressive. There is no particular point on the torque curve where the engine comes on the cam (which is lobed identical to Z-900 specs, by the way), but there is a discernible power rush from 7,000 RPM up to the redline at 9,000. Torque, say the experts, is a function of piston crown surface, rather than stroke, and the GS750 seems to prove that theory. Even with a passenger aboard, the pulling power remains unimpaired.

The GS750 feels light as a 500, but not small. What it lacks in bulk it makes up for with wheelbase and a big bike feel. At mile-high altitudes, highway passing sometimes required a double-shift into third gear to get around the rolling roadblocks, like you have to do with a 500. Part of the problem with passing acceleration probably derives from the high overall gearing that gives the good gas mileage. It is a fair tradeoff. At 100 mph indicated on the meter, the engine is only turning 7,500 RPM. Top speed must be in the 120 range.

Our ride took us from Helena to Glacier National Park, across the chimney of Idaho, and finished in Spokane, Wash. After some 536 miles, we were enthusiastic about the GS750. The heavy-duty drive chain didn't even need adjusting, the eight test bikes finished clean, and I would liked to have ridden one home to Long Beach, but we had to make way for the next batch of moto-journalists.

Lasting impressions

The total absence of drive-train play. Somehow Suzuki has closed up the tolerances of gear-lash, etc. and produced a 750 that doesn't snatch or jerk.

Gearshifting exhibited the usual new-bike stiffness, yet after only some six or seven hundred miles, neutral was easy enough to locate and only downshifting at a stop required some clutch-play.

The mirrors repose in rubber-bushed stalks that do a good job of cancelling whatever jolts might have reached the handlebars.

You can check the oil level through a little window in the engine sump. It is a wet-sump lube system, by the way, incorporating a pressure-feed to the gearbox bearings. Neat.

The little touches do not go unappreciated: The handy glove box behind the seat; the oiled air filter which saves maintenance cost and problems; the PVC recycle system; the lightweight feel in traffic, the heavyweight feel on the open road; the fact that many parts will interchange with the new 400cc twin four-stroke that Suzuki soon will come out with; the 1977 model designation, which will help it hold resale value in the blue book.

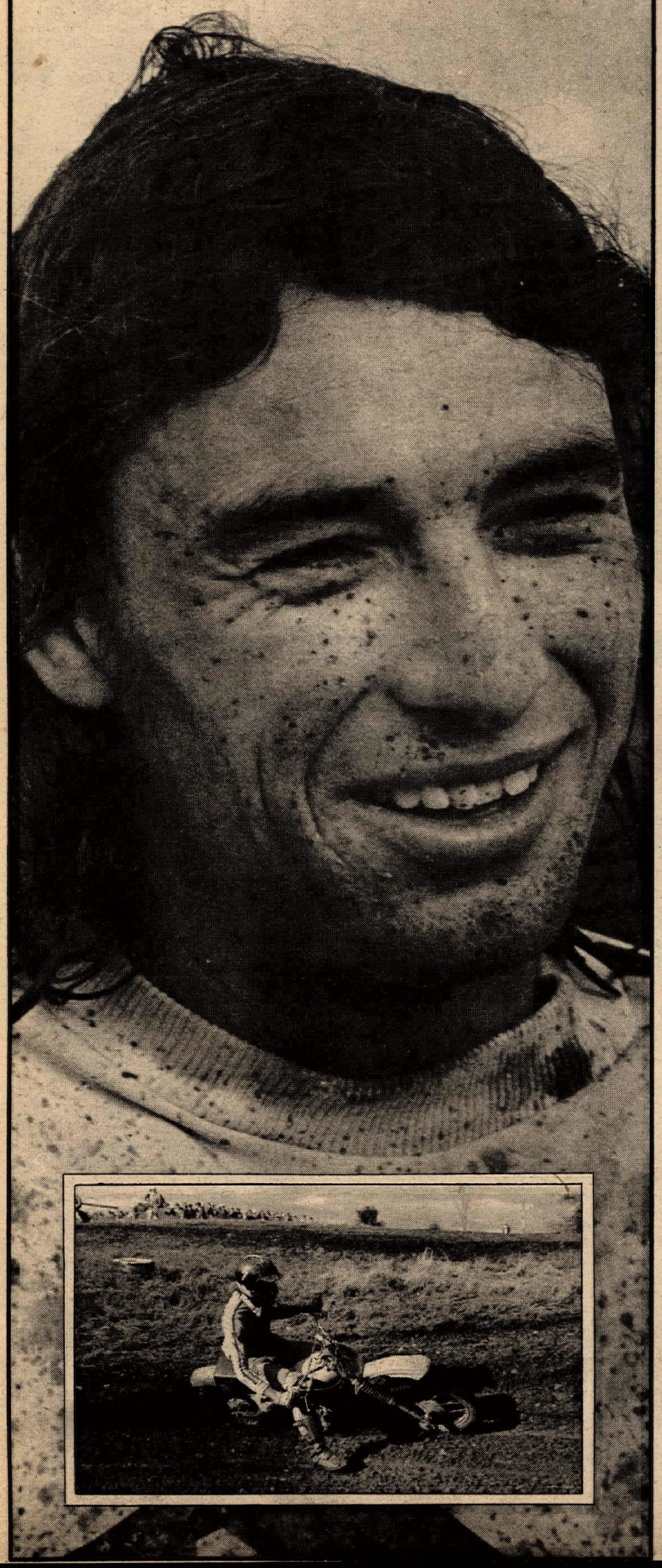
Recommendation

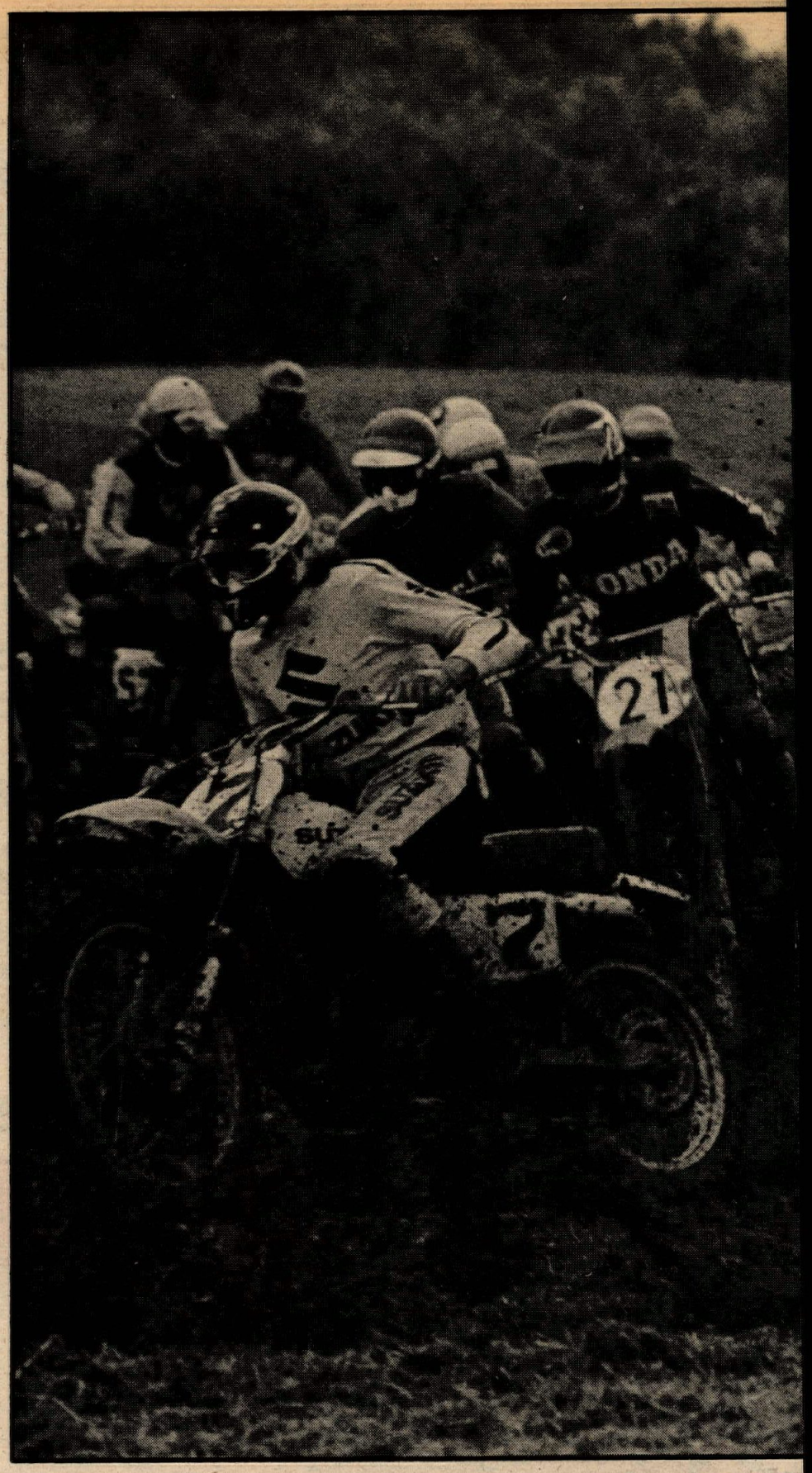
If you know someone who is in the market for a big, comfortable road cruiser combined with a sporty, mediumweight around-town hauler, tip him or her to the Suzuki GS750. Dealers should be ready to deliver them about September. The retail price will be in the $2,100 neighborhood. It should be noted that Suzuki offers a list of factory accessories including bags, fairing, clothing, etc. that neatly sidesteps the "try and find it, then try and fit it" problems of equipping a new bike for real riding.

500cc National MX Series

Round four

Stack pops the cork





Steve Stackable (7) and Pierre Karsmakers (8) charge through a hail of flying dirt as the o the overall win with Pierre moving in for second overall. Tommy Croft (21) placed eighth

By Gary Van Voorhis

NEW BERLIN, N.Y., AUGUST 1

"It's been a long, long time coming. I've waited four years for an overall victory on the National circuit and it feels good. It feels

damn good." Suzuki teamster Steve Stackable, sweaty, grimy and perhaps a bit out of breath, still had plenty of stamina left for the important chores of victory like kissing the trophy girl and opening the customary bottle of champagne. Kissing the trophy girl was the easy part. The cork broke off in the bottle of bubbly and Steve had to dig it out with a knife and a corkscrew to get a sip. Then, handing the bottle to one of the crowd of well wishers who had pressed close to get a look at the champion of the Unadilla 500cc National MX, Steve went back for another clinch with the trophy girl, Ms. Kellee Andrews, while someone walked off with his champagne. Steve shrugged off the loss saying. "It looks like I'll just have to win another one. You can bet it won't be four years between the champagne this time."

Stackable's 1-3 score told the story for overall with Honda 's Pierre "Pepe" Karsmakers taking second with a 2-5 placing. In third was hard luck rider of the day Tony DiStefano who led both motos comfortably at one time only to have ground-sky experiences which dropped his finishes to a pair of hard earned fourth placings. Kawasaki

ng 500cc National moto takes to the Unadilla Sportscenter track. Stackable took rall with Wayne Boyer (32) in ninth.

factory rider Gary Semics took fourth overall with a 9-1 scoring ahead of current 500cc point leader Kent Howerton who posted a 8-2 tally for the day.

In Support class action Frank Stacy put his Penton East sponsored Penton into the top spot on the tally sheets with a perfect 1-1 score to take the overall win followed by the Maico's of Barry Higgins, 2-3, and Ed Moor, 4-4.

Rain, wind, clouds and a general will it rain or won't it atmosphere clouded race day after an all night downpour which turned the nation's premier motocross circuit (to a majority of riders) into two undulating miles of slippery and tricky track. The naturalness and length of the Unadilla Valley Sportcenter combine to make the track a first rate test of rider skill and stamina as well as machine reliability and power. "The length of the track makes it easier to score since you don't run as many laps and therefore don't end up riding with the lapped riders as much. It's a demanding course." Barry Higgins, who has been competing at the circuit since its inception and had a hand in the layout, commented.

Moto One

Tony DiStefano engineered the start of moto one just right by taking the lead as the pack funneled into the sharp right hander after a drag race across the wide starting plain. Tony, never looking back, gassed it up and split from Rich Eierstedt, Gary Semics, Pierre Karsmakers, Steve Stackable, and Rex Staten.

By the end of lap four things had sorted themselves out a bit as Tony stretched his lead with Eierstedt, Karsmakers and Semics in a pack of their own ahead of Stackable who was alone. Kent Howerton had moved to seventh behind Staten with Chuck Sun, Wayne Boyer and Terry Clark in a pack behind.

Near the halfway point of the 40 minute plus two lap moto Semics apparently went down in the back section of the long circuit losing about a dozen places in the process; Tony was moving smoothly way out in front; Pierre was about to put a pass on Eierstedt in the tight twisties of the back of the track and Stackable was moving into fourth.

Howerton, still feeling the effects of a bout with the flu, continued to gas it and move up despite having killed the engine twice. Kent took fifth from Staten on the rough and fast downhill whoops with a keep the throttle on charge. Shortly after Howerton's move Stackable outdueled Eierstedt for third and set sights on Pierre who had a pretty good lead in second.

DiStefano's good luck failed him with less than two laps to go as he bit the dirt halfway up the appropriately named "Screw U," a sheer drop downhill combined with an immediate steep uphill. Karsmakers, Stackable, Eierstedt and Howerton flew by as Tony struggled first to start his bike and then to get up the steep incline from his halfway position. The excitement started as the race changed complexion with Stack probing Pierre for a weak spot and Pierre shutting the door on his charges, one after another. Into the valley and speeding along the whoop-de power straight Pierre pulled out a 100 foot lead before the duo dissappeared into the tree obscured twisties. Pierre still held the lead as the apir emerged with Stack closing. It was Stackable alone cresting the uphill from the valley with Pierre crashing at the bottom, but quickly back in second. Eierstedt ran third and then Tony fourth when Howerton's Husky picked a very inopportune moment to throw its chain. Terry Clark and Chuck Sun followed a ways back to the checkers.

Moto Two

It was a very sore and battered Pierre Karsmakers that started the second moto having added a twisted ankle to his Superbowl injured wrist that was taking a beating from the rough track. Chuck Sun, the only sun shining on the track at that time, led the pack as they sped through the first turns with traffic and accidents behind. Stackable found his line in the turn two sweeper closed and immediately tangled with the streamers marking the track. He was up quickly. Burgett picked one of the few mud holes (at the bottom of Screw U) on the track to lay down in and it took a good deal of time before he was up and away looking half brown and half white. Sun led the first lap with Terry Clark, Karsmakers Mike Halpin, DiStefano, Semics, Bob Harris and Howerton behind and Eierstedt, Stackable, Staten and Wayne Boyer trailing in traffic.

The action up front commenced quickly with Tony zapping Pierre as they crested the long uphill from the valley while only feet behind Gary Semics was upended by a rider falling directly in front of him. Howerton, the next rider over the crest found himself confronted with flailing arms, legs and bikes, yet managed to miss the pile up.

DiStefano emerged in the lead shortly after with Clark, Karsmakers, Sun, Stackable, who was about to be zapped by Howerton, Staten and Semics following. Tony set out to roll up another safe lead, but found himself bothered by an occasionally sticking throttle. Howerton moved past Karsmakers for second near the 20 minute mark with Stackable moving into fourth as Clark and Semics charged.

Howerton quickly moved up to challenge leader DiStefano and started putting the pressure on. Tony crashed and Kent took the lead and, just as quickly, threw a chain. Semics who put in a strong ride for the win and who had zapped Karsmakers in the back section of the track on the same lap to the lead. Stackable quickly moved into second with Pierre third, Clark fourth, Howerton fifth and Tony sixth.

Unknown to those watching, Stackable was missing third gear since the mid point of the moto yet repeatedly held off charges by both Karsmakers and Howerton with Kent finally getting by near the end. DiStefano, in the final laps put in another hard charge that carried him to fourth dropping Pierre to fifth. Terry Clark, Tommy Croft, Wayne Boyer, Rich Eierstedt and Gary Chaplin filled out the top 10.

Support Class

Frank Harris, who lets his throttle hand do the talking, swept both Support motos on his Penton East sponsored mount for the overall win. Harris was challenged briefly in moto one and held a good advantage in moto two with Ossa rider John Gurga waiting a short distance behind for any mistake.

Barry Higgins put in two charges through the pack to take second overall coming from mid-pack in the opening moto to take second on a last corner pass of Mike Guerra. Higgins again put in a steady move to the top in the final moto to take third.

A pair of four placings wrapped up third overall for Ed Moor and his Maico. Ed came back from a crash in moto one for his fourth and had to play his way through traffic for his second moto finish. •

Results

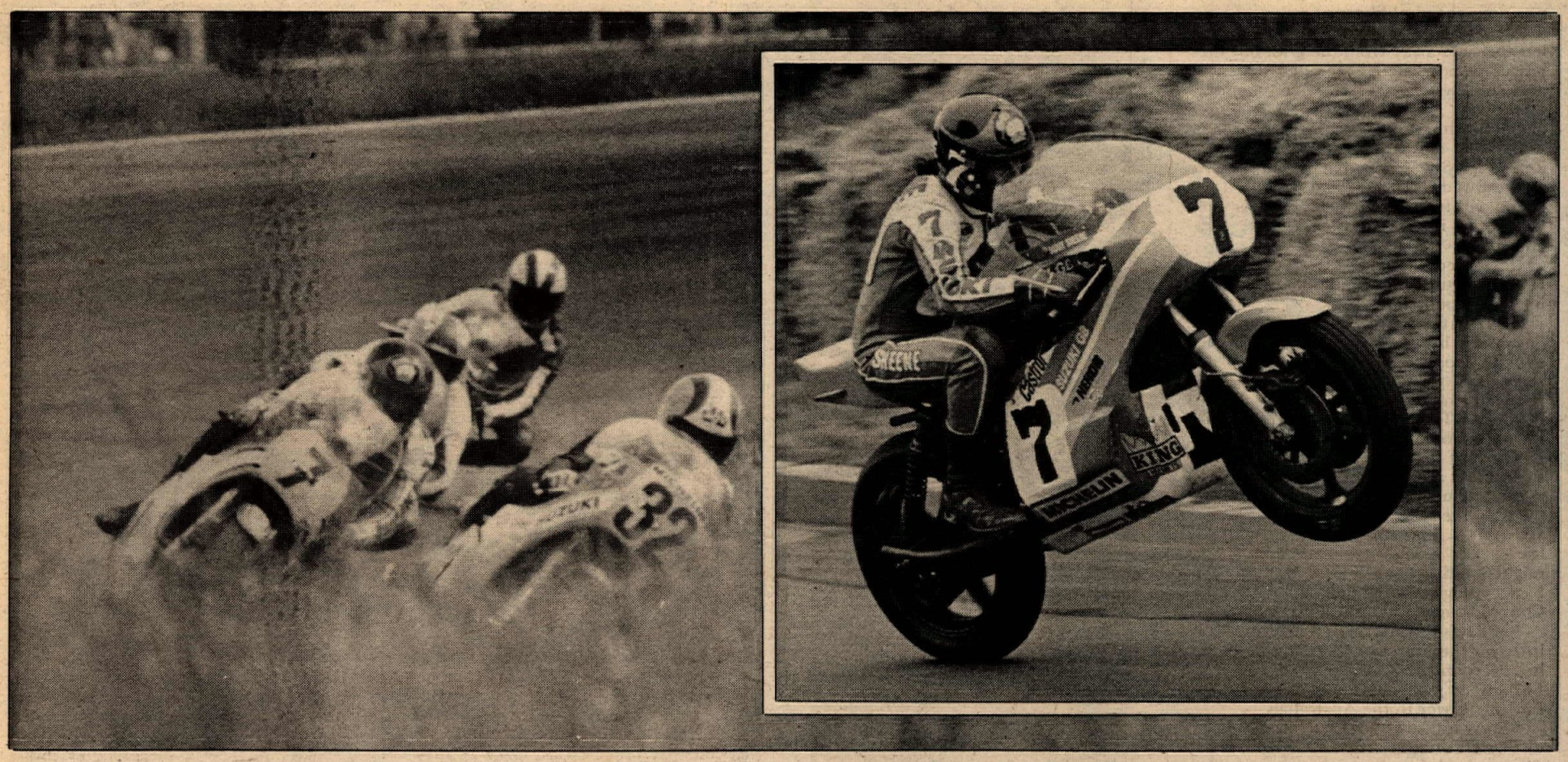
500cc National

1.	Steve Stackable	1-3	Suz
2.	Pierre Karsmakers	2-5	Hon
3.	Tony DiStefano	4-4	Suz
4.	Gary Semics	9-1	Kaw
5.	Kent Howerton	8-2	Hus
6.	Terry Clark	5-6	Kaw
7.	Rich Eierstedt	3-9	Hon
8.	Tommy Croft	11-7	Hon
9.	Wayne Boyer	10-8	Bul
10.	Gary Chaplin	12-10	Suz
11.	Chuck Sun	6-16	Hus
12.	Rick Burgett	14-11	Yam
13.	Rex Staten	7-18	H-D
14.	Bob Harris	15-12	CZ
15.	Chuck Lampe	16-15	Mai
16.	John Ayers	13-25	Mai
17.	James Both	22-17	Hus
18.	Joe Gretchen	26-13	Suz
19.	Mike Gillman	19-20	Suz
20.	Stewart Anderson	21-19	Bul

250cc Support

1.	Frank Stacy	1-1	Pen
2.	Barry Higgins	2-3	Mai
3.	Ed Moor	4-4	Mai
4.	Mike Guerra	3-6	Hus
5.	Pat Maroney	5-10	Hus
6.	Mark Robillard	7-9	C-A
7.	Fred Vertucci	13-5	Suz
8.	Paul Gingras	12-7	Pen
9.	George Sheldrake	6-13	C-A
10.	William Klein	8-12	Yam

Support class winner Frank Stacy puts a little showmanship in his ride to double moto wins at Unadilla. Frank was just as classy in victory circle.



Barry Sheene (7) overtook Teppi Lansivuori and went on to win both the Swedish GP and the 500cc World Championship. For more pix of your "average" road racer see page 32.

Sheene does it his way

By Chris Carter
Photos by Francois Beau

ANDERSTORP, SWEDEN, JULY 25

Barry Sheene needed just to finish in the first three to win his first World Championship crown, but he did it his way — winning — in

the seventh round of the Grand Prix road race series, the Swedish TT.

The British ace had no easy go of it, though, as Finn Teuvo Lansivuori held him off for the majority of the race. Teppi was relegated to fourth spot by Sheene, Australian Jack Findlay and Britain's Chas Mortimer, who caught him at the last bend after the Finn had been slowed when the swinging arm spindle on his International Suzuki came loose.

Japanese ace Takazumi Katayama won the 250cc race, repeating his debut victory of 1974 at the Anderstorp track. But reigning champion Walter Villa retired, after making a long pit stop to change a spark plug.

Now Katayama leads by just a single point from Villa's Harley-Davidson, but he was on tenterhooks for some hours after the race until a protest from the Italian factory concerning Takazumi's silencers was rejected by the organizers.

Second to the Japanese ace, after a superb battle, was West German Dieter Braun, with Franco Bonera third. But Katayama might have had a much tougher race if Paolo Pileri's Morbidelli had not seized midway through.

The Morbidelli factory had consolation in the 125cc race, though not complete satisfaction. Pirpaolo Bianchi won, but Angel Nieto and his Bultaco were too fast for Pileri, on the second Morbidelli.

The 50cc race was perhaps the best of all four, though. Angel Nieto finally triumphed with a tactical ride that took him into the lead on the last lap ahead of the slightly quicker Kreidler of Swiss star Ulrich Graf, but it was a close run thing. West German Herbert Rittberger was only fourth, and loses the championship lead to Nieto.

It was a dramatic and incident packed meeting. Friday's practice day was ruined after the organizers decided to take notice of a strongly worded letter from the FIM pointing out that 250 machines could not use "slick" tires, following a decision at the FIM Congress in Berlin last October.

But not only the riders were caught on the hop by this news. The tire factories were not carrying enough stocks of dry weather, treaded tires to fit the full entry. Despite protests from both Michelin and Dunlop, the organizers, on further instructions from the FIM office in Geneva stood firm.

The riders refused to practice if they couldn't use slicks, but finally the organizers won the battle of nerves, and with serious fears expressed by both tire representatives and experienced competitors, Saturday's practice and Sunday's race were run on patterned tires. Fortunately the fears of crashes were for the most part groundless, but the general feeling was that to make a stand on a rule that had been deliberately ignored by the GP organizers for the first seven rounds in the championship, was not wise.

Opening race of Sunday's four event program was the 50cc battle. From the start Dutchman Theo Timmer took the lead from off the third row of the grid, on his Jamthi, with Austrian Hans Hummel and Ulrich Graf behind, and Nieto down in eighth spot.

Graf was through to take the lead by the end of the lap, though, with Nieto in second place and Hummel third. This trio dominated the race until the fourth lap, when little Italian Eugenio Lazzarini arrived on the scene.

But though Nieto and Graf battled it out for supremacy, with the Kreidler always able to pull back any lost ground down the long back straight, Lazzarini couldn't hold them, and Hummel faded into fourth place.

It looked as though Nieto was wasting his time as he took the lead, yet again from Graf starting the last lap. But this time Angel's lead was enough to compensate for Graf's pace on the straight, and the Bultaco rider held on to win by just the narrowest of margins.

Lazzarini was a lonely third, but slow starting Rittberger pulled through to fourth, after catching and passing Hummel seven laps from the end.

Now Nieto leads Rittberger by seven points, while Graf is just two points behind the West German in third place.

The 30,000 spectators who lined the Anderstorp track saw Swede Leif Gustafsson lead the 125cc pack into the first lap, with the Morbidelli pair of Bianch and Pileri hard on his heels. But Leif's Yamaha just wasn't quick enough to hold the factory bikes and he soon dropped back.

But Nieto's Bultaco was a match for them. He caught and passed Pileri, and for a few laps at least looked as though he might do the same to Bianchi, but the Italian began to pull away, while Nieto, in turn, moved out of Pileri's sight.

Pileri found himself under pressure from Gustafsson and Dutchman Henk van Kessel after the Swede had found his second win in the closing stages. To the delight of the fans Leif moved briefly into third place on the last lap, but the Morbidelli simply rocketed passed him on the back straight.

The 250s were next and even though there had been just one timed practice for them, because of the tire row, it was clear that very little separated the quickest and slowest in the star studded line up.

Paolo Pileri shot into the lead chased by South African Jon Ekerold, with Chas Mortimer and Pentti Korhonen close behind.

Pileri led the race for six laps, till Takazumi Katayama caught him and moved ahead. But the Morbidelli rider was not giving up the race easily. He was right on the Yamaha rider's tail until his engine seized, leaving Katayama an easy win.

Walter Villa stopped to change an oiled spark plug, giving away almost a minute to the leader, but after a few laps he called it a day.

Behind Katayama a tremendous battle raged, with five riders finally catching Korhonen. They were Dieter Braun, Franco Bonera, Chas Mortimer, Tom Herron and Bruno Kneubuhler.

Korhonen was finally caught by the pack, and both Bonera and Braun passed him.

Mortimer was also snapping at his heels at the run in to the flag, but Dieter Braun had managed to work a last lap robbery to grab second place from Bonera.

Victor Palomo's hopes of a top three placing took a nose dive literally when he clipped a rival's rear wheel and fell off on the sixth lap when challenging Korhonen and Katayama.

Tom Herron held third place in the 250cc championship battle behind Katayama and Villa by holding off Bruno Kneubuhler's bid to take sixth place from him.

The 500cc battle was a sensational race, too. Unlucky John Williams had crashed in Saturday's practice session, and the fact that his injuries required merely a couple of nights in a hospital were thanks largely to Sheene, who stopped and aided the fallen teammate.

Barry took off John's helmet, and managed to clear John's mouth of soil collected in the tumble, and pull his tongue from out of his throat as it was seriously effecting his breathing.

Without Williams, the opposition looked decidely weaker, even though Teuvo Lansivuori, riding the Life International Suzuki previously raced by Phil Read, before he retired from European racing was in the pole

position, ahead of Sheene.

Alex George on the Hermatite Suzuki led the field away from the grid, but the judges decided he had jumped the flag, and he was penalized one minute, effectively putting him out of any championship points.

At the end of the first lap New Zealander Stu Avant, making his debut at the Swedish circuit, and delighted to be on the front row of the grid for the first time in his European tour, was ahead.

He stayed there, too, for seven laps, till Lansivuori, who like Sheene had made a poor start, took over. Sheene was 14th at the end of the first lap, but he knew his capabilities and by the seventh lap was hard on the heels of Lansivuori who looked likely to be his greatest threat.

And so Teppi was. The Finn held off Barry's efforts for 22 laps till the British boy swept through, and shortly after the Suzuki seemed to be giving troubles and Lansivuori slowed dramatically.

After the race it was learned that the swinging arm spindle had worked loose! For a while it seemed as if he might hold second place, but on the back straight both Jack Findlay and Chas Mortimer went ahead.

Findlay's effort caught Mortimer a little on the hop, but Chas, unlike Jack, had raced in the 250cc race, too, and his 56 laps of racing left him too tired to find an answer to the Australian.

Stu Avant, so quick early on, found it difficult to keep the same pace once Sheene and Lansivuori had gone away from him. He was caught by Italian Marco Lucchinelli after 16 laps, but the New Zealander quickened his pace, and was back ahead when Marco's Suzuki struck trouble.

But Stu was caught later by Mortimer and Findlay, after he had again felt unwell, and twice vomited into his visor! But Stu held on to fifth place to improve his championship position.

Alex George, sixth over the line was placed 13th thanks to his handicap, and Phillipe Coulon, who had a real struggle to get an entry at the meeting showed the organizers what a mistake they had made by initially refusing his start request, by finishing sixth in front of hard riding Victor Palomo and Karl Auer.

So Sheene was champion, and once again he had turned the race into a one man show. For Finland the others would get their chance of glory for the British ace announced after the prize giving that he would be giving the Finnish GP a miss for financial reasons, just like Agostini had given this meeting a miss for the self same reasons!

The race had been good, but it might have been better! Dutchman Wil Hartog was lying fourth when his Suzuki broke a con rod ruining the crankcases and cylinder, while Dieter Braun's Suzuki was quick enough to keep him in seventh, until a faulty front brake put him out. Pat Hennen's race was even shorter than Dieter's 11 laps. The American lasted three laps in the top six before ignition failure forced his retirement.

Ignition failure put Bruno Kneubuhler out of the running, too, but despite all these hard luck stories the glory was Sheene's, and the sympathy, and record lap, went to Lansivuori! ●

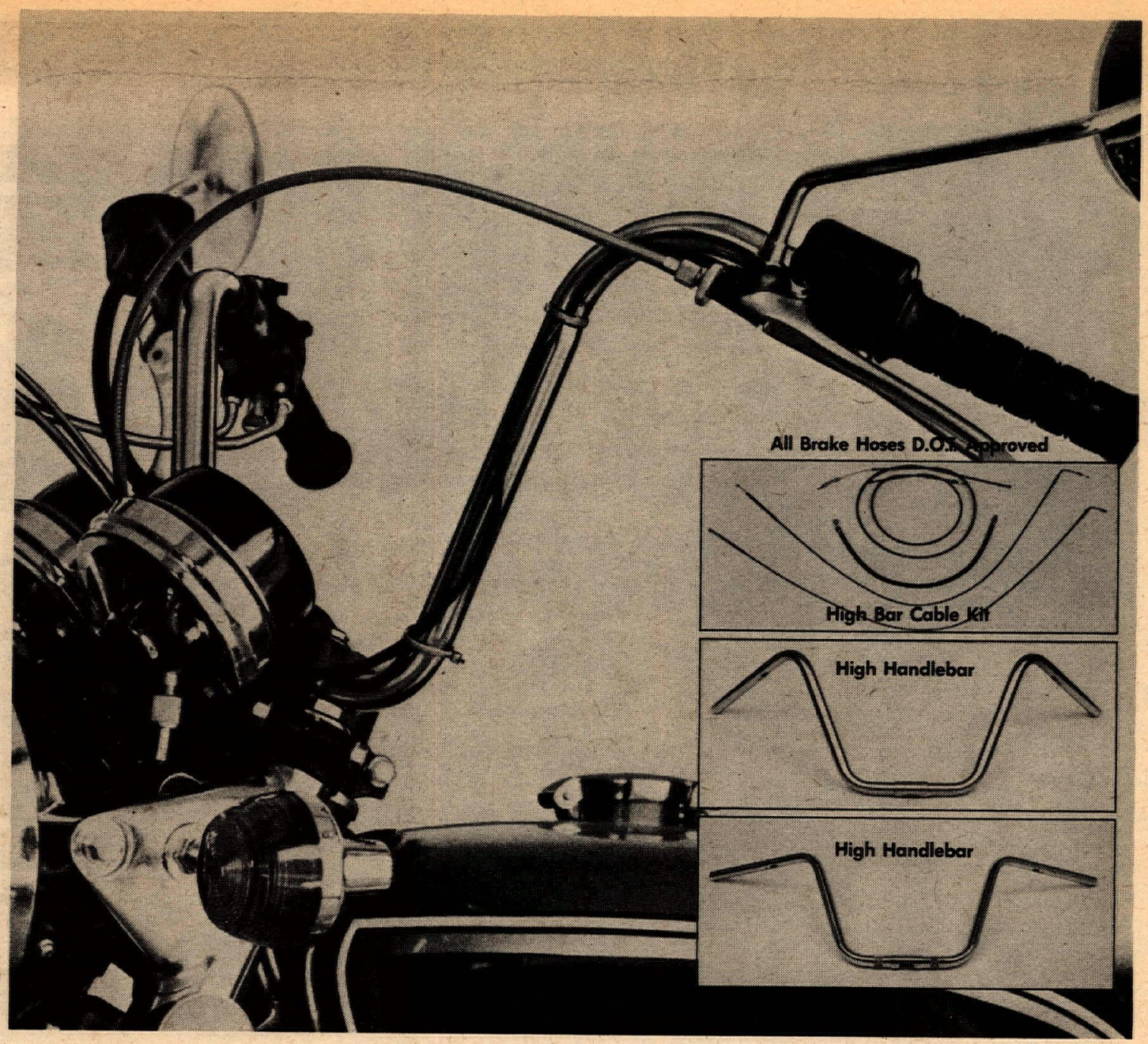
Results

500cc: 1. Barry Sheene (Suz). 2. Jack Findlay (Suz). 3. Charles Mortimer (Suz). 4. Teuvo Lansivuori (Suz). 5. Stuart Avant (Suz). 6. Phillippe Coulon (Suz). 7. Viktor Palomo (Yam). 8. Karl Auer (Yam). 9. Tom Herron (Yam). 10. John Newbold (Suz).

250cc: 1. Takazumi Katayama (Yam). 2. Dieter Braun (Yam). 3. Gianfranco Bonera (H-D) 4. Pentti Korhonen (Yam). 5. Charles Mortimer (Yam). 6. Tom Herron (Yam). 7. Bruno Kneubuhler (Yam). 8. Leif Gustavsson (Yam). 9. Tapio Virtanen (MZ). 10. Patrick Pons (Yam).

125cc: 1. Pierolo Bianchi (Mor). 2. Angel Nieto (Bul). 3. Paolo Pileri (Mor). 4. Leif Gustafsson (Yam). 5. Henk van Kessel (GV). 6. Gert Bender (GB Ben). 7. Jean Guignabodet (Mor). 8. Per-Edward Carlson (Mor). 9. Matti Kinnunen (Mai). 10. Lennart Lindell (Mor).

50cc: 1. Angel Nieto (Bul). 2. Ulrich Graf (Kre). 3. Eugenio Lazzarini (UFO-Mor). 4. Herbert Rittberger (Kre). 5. Hans J. Hummel (Kre). 6. Robert Laver (Kre). 7. Engelbert Kip (Kre). 8. Gerrir Strikker (Spe) 9. Theo Timmer (H.V.). 10. Rolf Blatter (Kre).



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"Rocket" Rex Staten directs start traffic at CMC Carlsbad.

CMC MX at Carlsbad

By Patti Trotter

CARLSBAD, CAL., AUG. 8

Two hundred sixteen wired, ready for action riders showed up to ride Carlsbad CMC today. While standing at the starting gate, not really believing there were 30 125 Pro riders who were chomping on their Jofa's and giving each other the "eye," there were three foreigners from Ohio bragging they could blow the doors off these SoCal boys and that we don't even know what WFO means. Our CMC riders showed 'em what it's all about. When the gate dropped, 30 dial-it-on racers went for the bucks. Jeff Jennings (Suz) and John Tessitore were really going for it. Jennings led almost the entire moto with Tessitore right on his tail until Jeff's bike seized, giving Tessitore the win. In moto two Bruce McDougal (T&M) and Warren Reid (FMF) were the stars. Reid was really gassin' it, but Bruce just had that little extra.

250 Pro riders lined up with some of the best riders around, including Marty Tripes and the "Rocket" himself. Staten (H-D) grabbed the holeshot but had lots of company as he wicked it on. As the race got going Rex and Marty Tripes (D.G.) got way out in front of the others. Scott Montgomery (San Diego Suzuki) and Val Tamietti (Mai) had a hot dice going until Tami threw a chain and DNF'd. Fourth place was taken over by Broc Glover (D.G.) who charged up on Montgomery, overtaking him for third. At the end of the moto, Rex loaded his bike into his van and headed for home. It seems the rear motor mounts shattered and the vibration broke the engine case. Rex and a lot of other 500 Pro riders were scheduled to ride a National in Kentucky today, but the race had been cancelled.

In the second moto, Mike Tripes (D.G.) was first off the line, with brother Marty in hot pursuit. Marty got the lead away from Mike only to lose it when he went down in front of the Suzuki Tower. Mike led the moto for three more laps but was passed by Broc Glover who opened up a good lead and kept putting space between himself and the second place rider. At the end of the race, the winners were Glover, Marty Tripes and Mike Bell.

Val Tamietti (Mai), Luke Messer (Mai) and Greg Robertson (Ossa) dominated both motos of the 500 Pro class. ●

Results in Results Section.

McDougal debuts at Ascot MX

By Mike Klinger

GARDENA, CAL., AUG. 5

Former Yamaha International rider Bruce McDougal made his racing debut at Ascot Park and won the 125 Pro division handily.

A new/old face appeared in the 125 Pro class, Mike Bell, who is now racing and fully sponsored by DG Performance. Bell led the first moto but threw a chain and "trany" and retired for the evening. Bruce McDougal (Hon) then led to the moto win followed by Gregg Toyama (Hon) and Jim Domann (Hon).

Moto two was conquered by the super fast Mark Tyer (Hon). Roger Smith (Hon) was second and McDougal's third place finish gave him the overall money.

Mike Bell (Hus) returned to the 250 Pro class and won both motos with hardly any competition. Aaron Bassett (Hus) and Jeff Browning (Mai) chased Mr. Bell but finished two-three.

In moto two, Jim Lowe (Hon) tried desperately to overcome Bell but settled for second as Bassett trailed for third.

Sue Fish (Yam) blew away the other 20 women racers to finish on top in the womens national division. ●

'Lights On Enduro'

By Larry Langley

LUCERNE VALLEY, CAL., AUG. 7

200 hardy District 37 enduro riders showed up to try Pasadena M/C's "Lights On" night enduro. Pits and course were located in the same vicinity as the Dustmakers Hare Scrambles on Sunday, which led to a strange mixture of desert racers and enduro riders in the area. The desert racers were fascinated by all the timekeeping paraphernalia of the enduro riders and the enduro riders were somewhat awed by the high speeds attained by the racers on Sunday.

Four riders per minute left on their journey into darkness (it *wasn't quite* that foreboding) at 9:01 p.m. Saturday night. Beams of lights from each bike knifed through the moonlit night illuminating their way. Some riders showed up with rather elaborate lighting with quartz bulbs and sealbeams the hot setup. Others opted for stock 25 watt lights which seemed pretty dim compared to the more exotic equipment. After the somewhat slow speeds of the night portion of the Greenhorn, Pasadena M/C promised a faster course this time around. It was faster but not overly challenging for the A riders. B riders thought the speed averages were fast enough, C riders just tried to finish intact.

Riding at night is a completely different experience. Most riders were unprepared for it and subsequently spent a lot of time looking for ribbon. It was there, sparse at times but enough to follow the course. Later riders had more problems than early riders as some of

the reflective stakes were used for traction by wandering riders.

The first loop ran East of Bessemer Mine Road over whoop-dee-doo trails which seemed to go on forever. Whoopers at night are a spooky experience. You can't see what's on the other side since it's hidden in dark shadow. Dust at night is fun too, it's like riding in fog, the light reflects back at you creating instant blindness. Riders with high beams only were at a disadvantage. Low beams were a definite plus in the dust.

Out of about eight secret checks, one had to be thrown out and another adjusted by two minutes (Check C) as the check captain had set the clock two minutes off. On time riders were startled to see they had apparently arrived at the check two minutes early, when they were actually spot on. The first loop tie breaker was also protested on mileage but a recheck by referee Chess Gaver proved the mileage spot on so Barry Keast will donate some protest money to the club.

One sand hill had a number of riders straining to attain the summit. The only bikes that had problems getting to the top were some sidehacks that had entered the enduro, but they sure had fun.

Bultaco team rider Sam Lyman and MR-250 Honda rider Terry Swets both zeroed the tie-breaker check so they apparently will share the overall win (unofficially). At this writing more zeroes may pop up so the division of the points will be interesting.

Results when they settle all the protests. ●

CMC at OCIR

By Tom Corley

EAST IRVINE, CAL., JULY 28

CMC sanctioned Wednesday night racing at OCIR is definitely improving its style. Surprisingly enough a couple of the real heavies of the sport have shown up such as Tim Hart who came out just last week. Unfortunately, Tim broke and didn't make it into the first moto. Tonight the Pro line-up didn't feature any International stars but starred the likes of some fine local racers.

Morris Malone has held a heavy hand over this class weekly, but never without having a good challenge. Malone won this race and this time Aaron Bassett was his match. Both racers were mounted on extremely fast Husky 250's from Competition Cycles of San Clemente. Bassett hugged close to Malone's machine but never won a moto and finished with a fine second overall. Miller Mano owner Dave Miller is getting back into action and tonight he put on an impressive show on his self-built Suzuki 250. Dave ended up winning third overall in this tough class and did better as the night went on. He proved that by smoking everyone in the final moto. ●

South Bay MX

SAN DIEGO, CAL., JULY 28

250 Junior point leader Brian Webster is riding high on the tables for the summer series on a Montesa, but he will be bringing his Ossa into competition for the next race. Going into tonight's motocross, Webster led with 110 points while Key McClendon (Hus), Louis Russo (C-A), and Jerry Benson (Mai) were tied for third with 92 points. Webster placed third in the first of two divisions while McClendon placed third in the second division. Russo finished fourth and seventh in his two motos. The 250 Junior Winners were Charles Trent (Suz), first division, who also is high on the point tables, and second division, David Fisher (Kaw).

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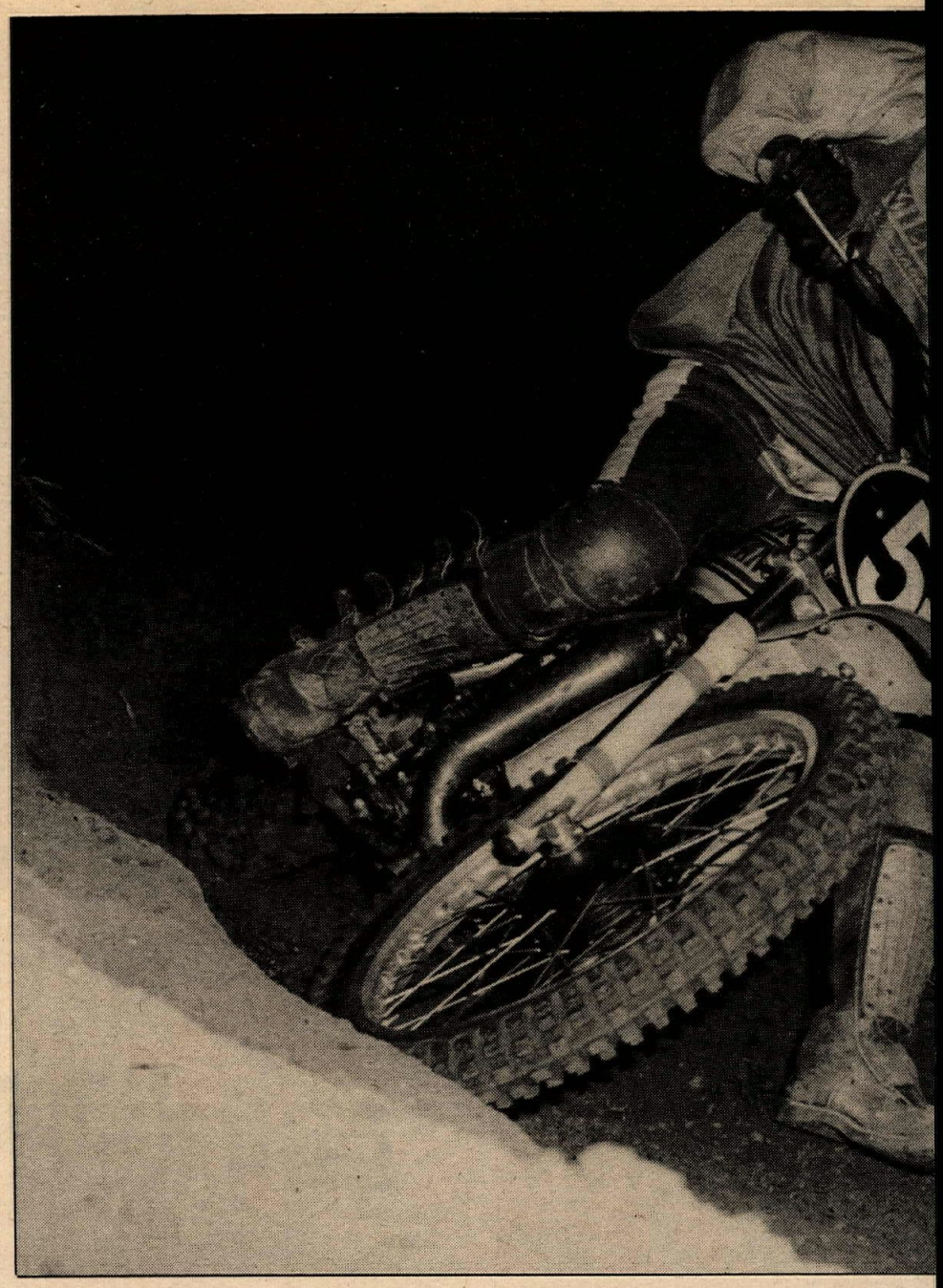

Miller Mano owner Dave Miller put up an impressive battle for third riding his self-built 25

Tom McBride gets an advantage without the berm in 125 Jr. war at South Bay MX.

uki at O.C.I.R.

Mike Tripes (C-A) zapped Mike Stearns again for the third time in a row at South Bay in the 250 Pro class. He didn't pressure Stearns (Hus) at all in the first moto, but from lap one on in the second, they were side by side through the corners in a battle that had to end in one biting the dust. Tripes led by five feet about mid-way when Stearns' front wheel did a sideways slip on a berm dumping him and leaving Tripes with a tremendous lead to the finish.

Separated by two points at the start of the 500 Pro class, Ken Frost won the first moto by 30 yards over John Cardoza. But, in the deciding second moto they waged war through the corners until finally Cardoza led the final two laps to win by 20 yards.

Tom Holland won a contest with Dan Worley to lead the 100 Juniors in the second moto to win the class. Worley later gave up his second to Matt Hope in the second moto.

Early first and second place positions in the Expert Mini class had Mike Cady leading with Scott Meyer in second, but Scott Burnsworth moved up to first place in both races. ●

Results in Results Section.

Teacher takes Half-Mile Championship

By Phil Carpenter

ADELANTO, CAL., JULY 17

Fifty five men and machines attended the Safety and Racing School held by Mike Laney Friday night before the 395 C.P. Half-Mile Championship. The teacher took his own advice and kept Glover, Leipold and Worfolk behind him for 15 laps of his bid to retain the Number One plate. All racers tonight won the admiration and respect of Jim Mayfield, San Bernardino County Supervisor, who watched unannounced among the record crowd of spectators.

In the season's heaviest 500 Expert competition, it was Earl Roloff out front for the finish while Tom Horton earned his second the hard way by holding off Mike Moon and John Lundgren. Richie Volk took the 250 Expert second slot from Randy Bird in lap four as Wayne Rainey held his lead to the finish.

Ms. Bobbi Hunter lost her lead in the 250 Amateur Main when her chain snapped, opening the door for Craig Roloff to take the Championship brass.

A large lineup of 500 Novices waited in vain for John Wells to make a mistake. Dave Peters struggled to keep Lynn Richardson's Triumph behind him in Open Novice competition.

The 125 Expert winner could have been anybody's guess. Moon, Bales, and Penrod played checkers until lap 12 as Bales managed to pull the lead. Brother Johnny upheld the family honor in Mini Novice competition.

The traditional TT Backwards Sweepstakes prevailed and track record holder Glover got to show Roloff the way! ●

Results in Results Section.

AMC MX: Terror 'Raines' at OCIR

By Rex Reese

IRVINE, CAL., JULY 30

Mike Raines cleaned up the 125 Experts on his terrifying Miller-Mano Suzuki with two wins and a second. That lone second spot was inflicted upon Mike by Gregg Toyama (FMF) who was busy all night in both the 125 and 100 Experts.

Toyama bested the 100s, but only after getting around some heavy traffic. The first moto was led by Randy Skinner (Hon) but on the last lap, Gregg took advantage of a slow moving mini biker (since this was a combined race) to set up a block for an eventual win. In the second, Cary Stophel (Hon) blew any chances for Gregg of a clean sweep; but in the third moto, it was smooth sailing for Toyama as Skinner and Stophel followed.

In the 125s, it looked as if Toyama might win that class, too, as he took the first moto over Raines. But turnabout being fair play, Mike rebounded to dominate the remaining two rounds, followed by Toyama to give him second. Pat Nash (KG) rode a steady third behind Mike and Gregg.

The 125 Beginners was the biggest class of all, with all the action going on, it looked like the 125 GP class being done at 3/4 speed. Alan Greeler (Yam) turned in the best ride with two seconds and a first to win through consistent riding as everybody else shuffled about in the crowd. Staying with Alan all the way, Steve Pfaff (Hon) did a 3-2-1 number for second; while Kelly Sheen (Hon) pulled off an up/down third. ●

Results in Results Section.

AME Superbowl aftermath

By Ted Titmas

VALENCIA, CAL., JULY 25

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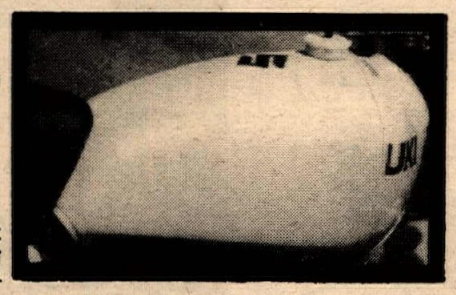

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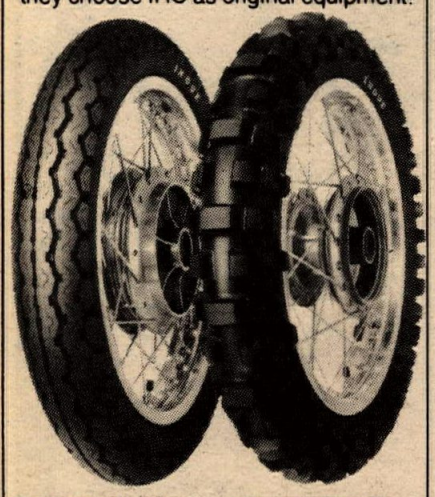

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(Above) 125 Pro Craig Cole picked off second in AME bash at the Dunes. (Below) Superbowl victor Jeff Vidic returned to local 250 Pro action at Irwindale MX.

Magoo Chandler (KTM), riding in the 500 Pro class, stopped off to race on his way home from the Coliseum. Winning both motos with ease Chandler's biggest threat from Dave Haugh never materialized. Haugh (Mai) was about the only rider capable of staying with Magoo. In the second moto Haugh caught up with Magoo only to have his gas cap fall off. To avoid being soaked in gasoline, he pulled off the track to replace the cap. Haugh reentered and tried to make up for lost time. In his effort to gain, Haugh put in some really forceful riding, winding up with third overall.

With what is becoming a common place occurance in the 125 Junior class, Doug Spiker (Hon) took a first overall. The second moto really reflected Spiker's riding ability, while running second to Allen Sine (Yam) he over-extended himself and went down. By the time he got back into the race he had dropped quite a number of positions. Spiker really hauled catching up and passing Walker (Hon), then Claire (Suz) and finally second place Phelps. With only a few laps remaining Spiker passed Sine, taking a very well deserved win.

CT Industries is becoming more of a threat in the 125 Pro class. Evan Marcus took his well prepared CT Honda to a first overall. The closest the rest of the riders had come to Marcus was before the drop of the gate. When the gate fell Marcus wheeled into the lead in both motos. Craig Cole (Hon) was a very impressive second overall. ●

EZ MX Grand Prix at 395

By Phil Carpenter

ADELANTO, CAL., JULY 25

Many three-wheelers had to pit in their 40 mile race but motorcycles ran the event in two 20-mile motos, except for Experts who ran 60 miles for 100% cash payback. The terrain took in some fast stuff on parts of the night-time TT course so you could get it together again before hitting the molehills.

Some, like Big Mike, were still frozen to the throttle when the second moto started and left the racing to the younger generation like David Smith, who won the Mini Beginners with a first and a third. Other dear old dads hung in there, like Asker Larkenjaer for a respectable fourth in the largest 125 Beginner class.

Local lads Tim Tope and Doug Shane wrapped up the 125 Novices with a first and a second each but Tope took the Grand Prix brass after the best ride in the last moto.

Fred Presson waited in vain for Don May to make a mistake in Open Novice competition. GI Cliff Price earned his transfer to Novice with two firsts in 250 Beginner competition, leaving the big battle for second between Bill Rice and Jeff Rodriquez.

Randy Yetto rode a hard third behind the Hemme Bros. in Minibike Novice events.

Fred Griego took 50% of the 250 Expert cash in a tie with Karl Wilson for first. Bill Sundstrom and Steve Davis rode a close 125 Expert race, each attaining a first and a second. It was Davis' second in the last moto that gave Bill the most cash. ●

Results in Results Section.

Allison—Lawson go for dough

By Elaine Jones

CORONA, CAL., JULY 28

Eddie Lawson is going to be ready for his Junior year with a full stable of bikes. Now sponsored by

T & M Industries, Butch Silva will do the tuning honors on a 750cc half miler, a TT, short track and, last but not least, a road racer. The 750 got a good work out as Eddie had back to back races on the half mile. The Open Expert was the first to go and he played switch-off with Rick Warren for the first five laps until Eddie finally started putting daylight between him and the rest of the field. Warren nailed down second with Ruben Malaguarnera third.

In the run for the half mile dough, John Allison led for one lap before Eddie got by and then it was all his for twenty laps. John Allison had no trouble holding onto second and David Harris was in for third.

John collected his loot in what started out to be a grudge race between him and his brother. All of a sudden Artie Nay and Jim Wright jumped into the lead but it was short lived as John took over on lap three and Jim's bike started going sour. Jeff Allison made sure it stayed in the family with a second and Artie Nay got his Kawasaki in for third.

Dave Peters is enjoying his Amateur status and hit for wins in both the TT and half mile. On the TT Dave had to come from last to get by Cliff Mathews and Fred Conover. On the half-mile he took no chances and led it from start to finish. Fred Conover was second and Vic Hensley third. ●

Irwindale Raceway

By Tom Blattler
Photos by Buzz Baty

IRWINDALE, CAL., JULY 30

Mark "Mad Man" Lawrence riding in the 125 and 250 Pro classes, took the 125 victory and placed second to Jeff Vidic in the 250s, but Larence had the spectators on their feet during two of the most exciting motos ever seen at Irwindale.

In the first 125 moto one of the finest fields of the year was at the gate, including Gary Denton, the favorite. Denton took a five-bike length lead in the first corner and looked to be heading for an easy victory.

However, Denton pulled his Honda off the track on the back straightaway with fuel problems. That left Mark Tyer in the lead followed by Eddie Clark, Dave Eropkin, and Lawrence. Mark got off to a poor start, but was steadily moving though the field and by lap three had moved past Clark for second. It looked as though Mark would have to settle for second with Tyer holding down a giant lead. However, Lawrence began to close on Tyer and by the final lap was only five bike lengths behind and still closing. At the final two turns, Lawrence was right on Tyer's rear wheel, and in the final turn slipped underneath Tyer with a fantastic move and beat him to the finish line by a wheel. The crowd went absolutely crazy.

In the second five-lap round, Denton again took the lead with Lawrence, along with Tyer, right behind. The three pulled away from the pack and Denton looked to have the victory within his grasp. But, once again, Lawrence made a comeback. On the final lap "Mad Man" moved under Denton in the far corner and Lawrence took his second straight win followed by Denton, Tyer and Eropkin.

In the final round, Denton again grabbed the lead and flat ran away from Lawrence for the easy win. Lawrence, knowing that he only needed to finish in the top three, coasted to second. Overall, Lawrence was the winner followed by Tyer, Pessy, Eropkin and Denton.

In the 250's, Jeff Vidic , coming off a fine victory at the Superbowl, captured the final two motos for the overall honors. Lawrence, who took the

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first moto, was challenging Vidic for the lead in the second go before he dropped his Suzuki. Mark settled for second overall with third going to current CMC pro point leader Val Tamietti.

Luke Messer easily took top honors in the 500 Pro class. Second went to the four-stroke Honda of Jim Lowe and third to Trent McGee. •

Results in Results Section.

Simons dazzles CRC/NMA crowd

By Laszlo

VALENCIA, CAL., JULY 28

FMF rider Willy Simons notched another win in his kidney belt Wednesday night after grand-slamming the 125 Expert class.

Bob Ramsey jumped to a quick lead at the beginning of the first moto, but Simons didn't take long to overpower the Honda rider, CT Honda rider Evan Marcus came off the line in fourth position and finished in second.

The second moto became a showdown between Simons and Marcus since whoever won this one would take the overall win. Evan got off to a quick start, jumping to a big lead at the outset of the race, while Simons got off to a rather slow beginning. Then, Willy's "Charge of the Light Brigade" began. It took him half of the ten lap race to push into the runner-up spot, but from then on, it was sheer excitement. Once they caught sight of each other, they both went for it, busting berms and screaming down the straights, these two set a WFO pace for the next three laps. Then, over the big drop-off, Willy held onto the gas for a fraction of a second longer than Marcus, sending him into the hairpin turn at a radical angle. Evan neatly tucked himself into the inside of the turn, but Simons just had too much momentum going. Willy took the moto and the overall, Evan placed second and Mike Mossman finished third overall. •

Cannon Brothers clean up at Elsinore

By Andi Gangewer

ELSINORE, CAL., JULY 24

Curtis Cannon, performing in tip-top shape, walked away with his first mini trophy. Beginners and Novices were classed together and Jim Snow took the first Novice trophy, along with a new Amateur ranking. Curtis was the first Beginner, leaving Chris White and Jeff Olive to second and third.

Older brother Chris Cannon was also a winner in the Mini Expert race. Benjie Meyer rode a terrific race the second go around, and came close to winning, but the checkered was out before Benjie could make his move.

The 125 Beginner race started out rather ragged. Scott Sherwood had a huge lead, but unfortunately the race was stopped due to a clashing of bikes on the sweeper. The race was restarted and Sherwood again shot out front to take an easy win. The only close competition in the second moto was between Scott Sherwood and Jeff Neeley. Racing nose to nose at the finish, Sherwood shut the door on Neeley and left him out in the cold. Scott went on to lead every lap of the third moto and along with the victory trophy, he was handed graduation papers to the Novice class.

The 250 Novice Main wasn't too much of a challenge for S&S Yamaha rider Fred Parker. Donnie Longnecker was the number one man off the line but Parker pushed past Donnie and, once out front, there was no stopping Fred. Greg White got by Longnecker on the second lap and after the positon swapping of lap one there weren't any more changes in positon. Fred Parker was king of the class and Greg White picked up the second place trophy. •

Results in Results Section.

Saddleback Saturday MX

By Danny Raymond

ORANGE, CAL., JULY 31

Wheelsmith's Jeff Vidic repeated last week's Superbowl victory by easily taking top honors in today's 250 Pro division. After Ossa mounted Greg Robertson stuck his foot into his rear wheel and was forced to slow, Vidic's only competition came from an unheard of hotshoe by the name of Tomomasu Toshiuara, on a bike closely resembling a 250 factory Yamaha.

The race of the day was during the second Open Pro race. During the first moto Byrar Holcomb took an easy win while Luke Messer followed in second, and Richee Collins babied his KTM into third after losing one shock. At the start of the second moto, Holcomb held the lead until Messer came from nowhere to suddenly put some distance betwen himself and Holcomb. Bryar soon caught up and got down to business. Maico against Maico, their dice lasted for nearly half the moto. Holcomb finally out-gassed Luke into a turn and went on to a perfect 1-1 score for top dollar payback.

Meanwhile, in the 125 Pro war, the weekly Lance Moorewood-Bruce McDougal battle was the highlight of the first moto. Moorewood won by only inches over McDougal, even though Lance's RM had a radical power advantage over Bruce's stone stock RM mount. Soon after the start of the second moto Moorewood suffered bike problems dropping him back to a distant sixth. Q&E's Kurt Sofka took over second spot while FMF's Pete and Tony Wanket followed in the three-four spot. •

Results in Results Section.

Texans end up at South Bay

By James Brammer

SAN DIEGO, CAL., JULY 31

Two Texans completed a California speedway tour at South Bay

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Park with a second and fourth in the third division consolation race. John Locke (second) and Eddie Swartz (fourth) arrived in California on Monday and raced at Hanford, San Bernardino, Irwindale, and San Diego before starting home on Saturday night. Swartz said there are four riders with speedway bikes in Houston and they use them in exhibition races and play, but knows of no plans to hold speedway races in Texas, everything there is motocross.

Larry Kosta won the King of the Hill Match race and the Scratch Main. Buffington's magneto failed and kept him out of the races. He then borrowed a bike for his match race and left its primary drive chain in the first turn. Kosta will go against Robin Hood in the next match race.

The Juniors had a beautiful race going in their main event. Louis Kossuth, winner, starting with a 60-yard handicap was in fourth or fifth, without any immediate opening, when leader Mike Miller skated off the groove and fell. Joe Donaldson went higher to go around Miller and also fell. The pack opened up and Kossuth came through to win with Randy Bennett and Jim Richardson finishing a close second and third.

Steve Leowtsky won the Handicap Main after a very close finish between second place Brad Oxley and Pat Guthrie. Oxley also ran second in the scratch main with Lewotsky third. Guthrie won the Scratch Consolation by 30 yards.

Frank Bollinger cautiously held the lead throughout most of the Third Division Main to win, since frequently he has led the event but a slight error has always cost him the win. ●

Results in Results Section.

ITA gets wet! (kinda)

By Paul Oswald

IRVINE, CAL., JULY 25

Ten sections, four loops, cooler temperatures, good rider turnout, excellent organization and a dash of rain combined to make I.T.A.'s Saddleback trials into one of the most enjoyable trials this summer. Marland Whaley and Bob Nichelsen of Honda were missing this week, due to a National in Washington, so the local Experts made a day of it.

Dennis Gilmore topped the Expert class with 20 points lost. Dennis and his gleaming Bultaco seem to flow through the sections like honey. David Webster, another Bultaco rider just turned Expert, rode well, finishing second.

In the Amateur class Paul Webster (175 Yam) took the win over his brother Mark (175 Yam) by two points. Oli Thordarsen (175 Yam) was behind in third and Duane "the snake" Feland (250 Suz) finished fourth. L. Curtis on a 125 Honda won the Beginners class, dropping only 12 points. P. Chandler (Bul 325) and Mike Stone (175 Yam) tied for second with 14 points a piece. Chandler ended up in second with 32 cleans to Stone's 30. T.A. Watkin's (247 Mont) effort ended in fourth with 21 points lost.

T. Holcomb (250 Suz) broke Marty Stabile's strangle hold on the Novice class. Holcomb had fine rides all day. R. Palmer and J. Wakeland, both on 325 Bultacos dropped 17 points each, but Palmer won the tie breaker with 29 cleans to Wakeland's 28. Marty Stabile (250 Yam) had an off day ending in seventh. Manfred Lauxen (350 Bul) continued to dominate the Senior class with another fine ride and another first. Art Webster (250 Yam) was second Senior. Both of these men had great rides all day with only nine points separating them. Bob Solty (326 Bul) rode well for a third.

I.T.A. plans to start a Senior A and Senior B class for beginning Seniors, to encourage a larger than ever Senior turnout. ●

Results in Results Section.

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Emde tunes for biggie

By Jim Lester

ROSAMOND, CAL., JULY 25

David Emde and Jim Haberlin managed to score a pair of victories apiece at CMC's "Double Points" Road Race at Willow Springs. In a final tune-up for the Novice race at Laguna Seca, Emde won both the 250 and 350 Grand Prix races. Wally Karpynec was the only rider to stay within striking distance in the 250 race as Dave blazed the way, turning 1:39 laps.

Emde didn't let Willow's 100 degree temperature distract him as he went back out to score an overall win in the 350-Open GP race on his 350 Yamaha, ahead of Ralph Hudson (500 Suz). AMA Expert Phil McDonald (Bel-Ray Special) lost the Open GP division when he was forced to make a prolonged pit stop.

Jim Haberlin (Tri) passed his Mr. Jay's teammate, Dave Breetwor, on the second lap of the Open Production race and went on to score a ten-second victory. Meanwhile, Dave had his hands full holding off the advances of Alan Gingerelli (RD-400). Haberlin also won the 4-Stroke Grand Prix after early leader Lee Flemming pulled out.

The tightest race of the day was in the Combined 250/350 Production class. Bill Henry (RD-350) jumped off to a quick lead, followed by Wally Karpynec (250 Suz), Tom Hayner (Yam), Chris Rank (Yam), and Paul Kramer (Yam). Late in the race Karpynec broke free of the pack and began to close on Henry. At the finish Wally was still half a bike length behind.

Gary Keissel deserved the "Evel Knievel Award" for the day's most spectacular jump and crash after he overshot the final turn and couldn't avoid an embankment that launched him high into the air. It was fortunate that he was unhurt since he planned to ride his bike back to San Jose that evening.

Darrell Lee, on a 10-speed Nishiki, won the gruelling one-lap bicycle race to take the fabulous $5 purse put up by race promoter Pat Manning. He credited his selection of a wide-ratio gear cluster to his victory over Bob Nolan (close-ratio). "I blew him off on the straightaway," Darrell said later with a straight face. ●

Results in Results Section.

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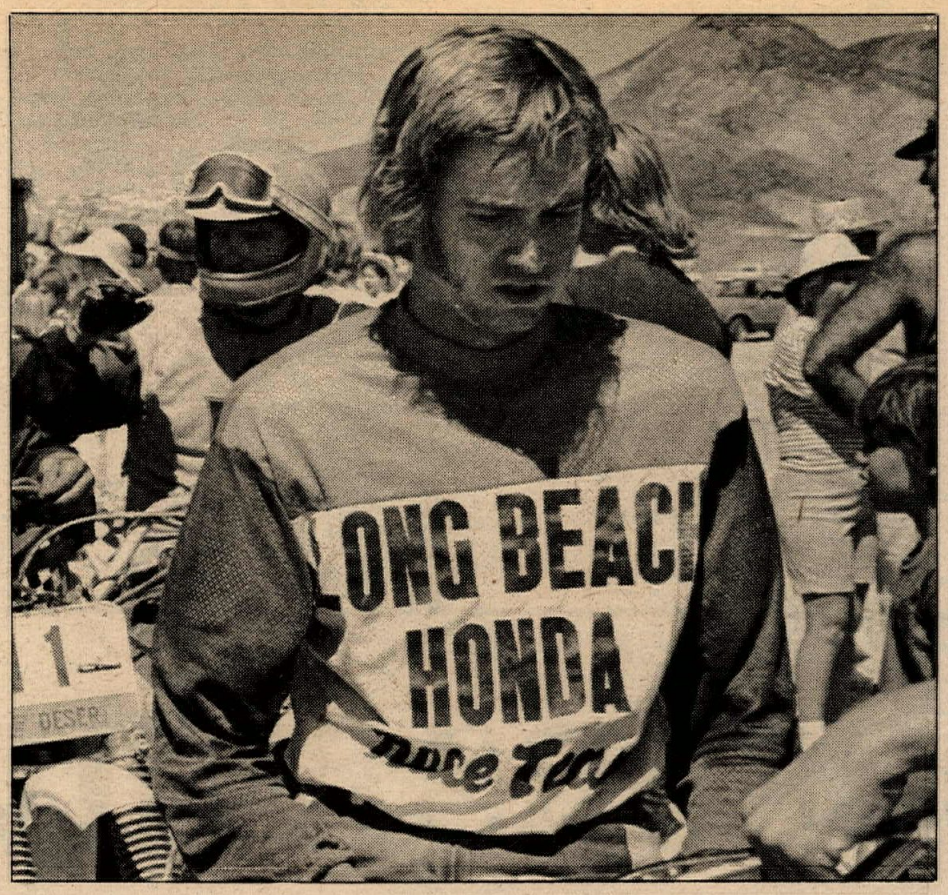
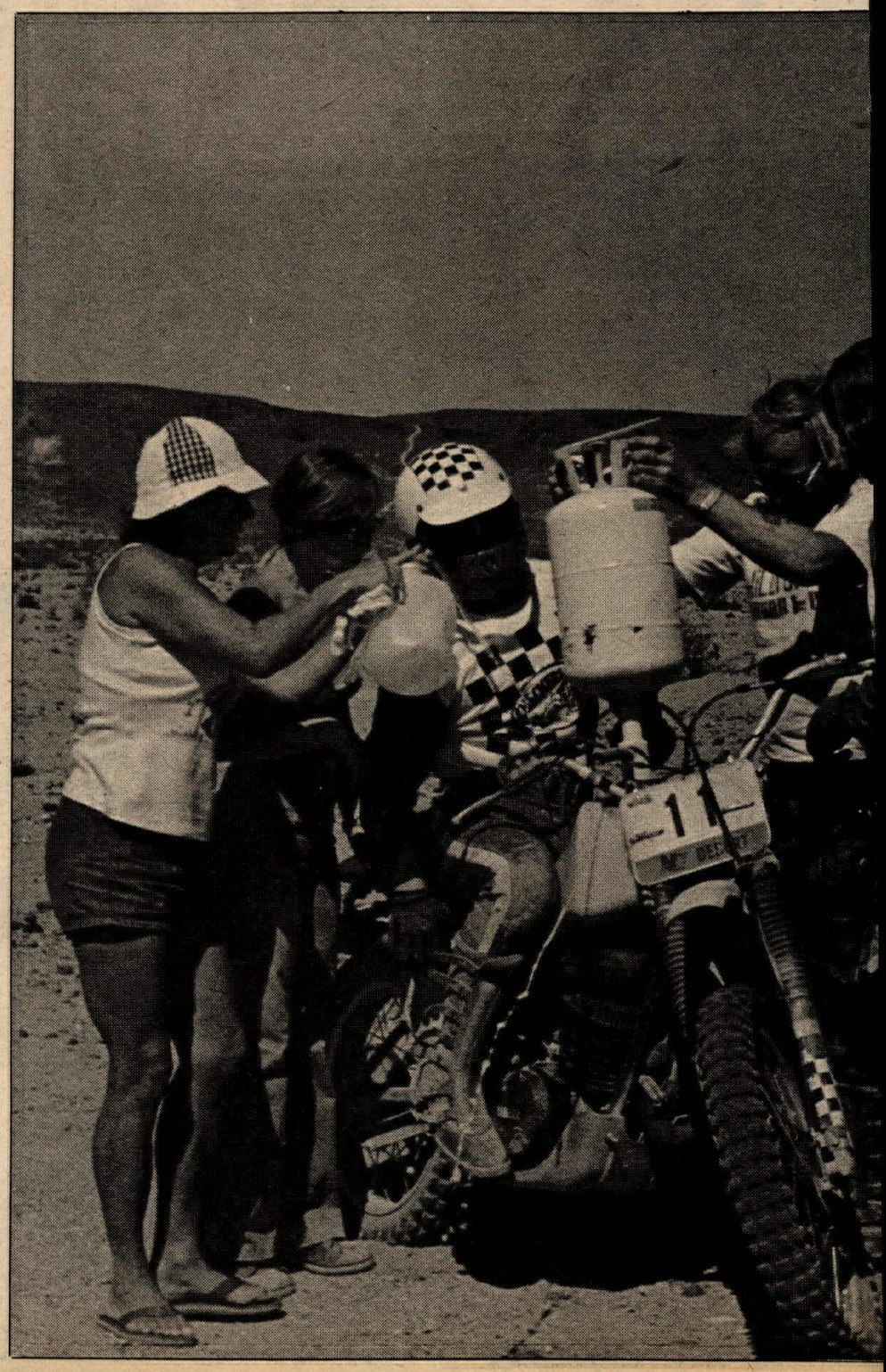
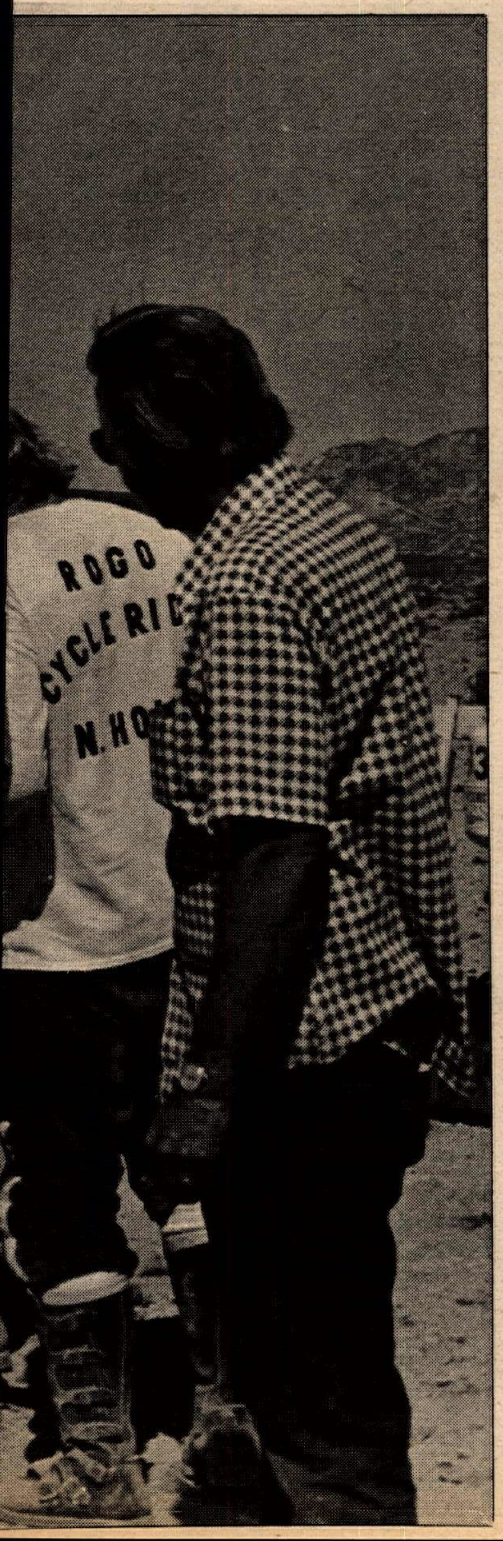


Calm and collected, Mitch Mayes ponders his 80 mile overall victory.

As the pit crew takes care of business their rider psychs up for another hot dusty 40 mile



And this is why they call it the Dustbowl . . . .



Mayes conquers Dustbowl

Story & photos by Judy Kinnaman

LUCERNE VALLEY, CAL., AUG. 8

As the banner dropped for the third annual Dustmakers Dustbowl, two desert dandies surged ahead of the pack, Mitch Mayes (Hus) and Larry Roeseler (Hus). The pair battled for the lead with Mayes acquiring a slight edge on Roeseler when suddenly he seized. Roeseler flew on by but experienced the same problem himself not far from the finish, giving Mayes the chance he needed to gas it for the overall win.

Along the course, many riders were having problems. After a strong start Bruce Ogilvie (H-D) was forced out due to mechanical malfunctions as was Brent Wallingsford (Hus).

Second overall went to Jeff Kirk (Yam), who also took the second Open Expert class position, followed by Mike Edmondson (Yam). Fourth overall and first 250 was Brian Wright, on his first ride with his new Husky. Craig Kinnaman (Suz) finished second 250, followed by Tom Schell (Suz).

Russ Jenkins (Yam) took the first Expert C bike win, with Chuck Green (Yam) second and Mike Butler (Hon) third. The first Trail Expert was Kelsey Darren (Yam), with Pete Andelman (Yam) and Don Kelser (Car) rounding out the top three.

The Senior Expert Open class was won by Art Knapp (Hus), followed by Dick Camp (Yam) and Bob Bullyslad (Yam). First Senior 250 was Jack Froelick with George Walker (C-A) second.

In the Woman's Division, Trudy Beck won on a borrowed Suzuki. Dawn Grant (Hus), back after a previous injury, finished first Woman 'C' bike.

At sign-up many were amazed by the foresight of the Dustmakers who had provided a bona fide cash register with which to ring up their many transactions.

The youngest racer was a 9 year old Beginner, Kevin Patterson, who placed tenth in the Beginner class.

Dustbowl was an accurate description of the 40-mile loop raced twice by the participants. The race was fast, with Mayes being clocked at 45 minutes for the first loop, and fun. ●

Results in Results Section.

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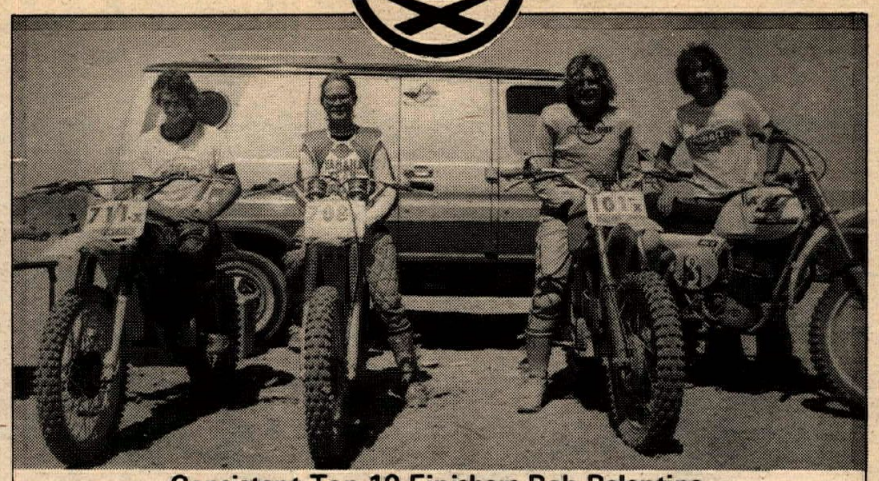

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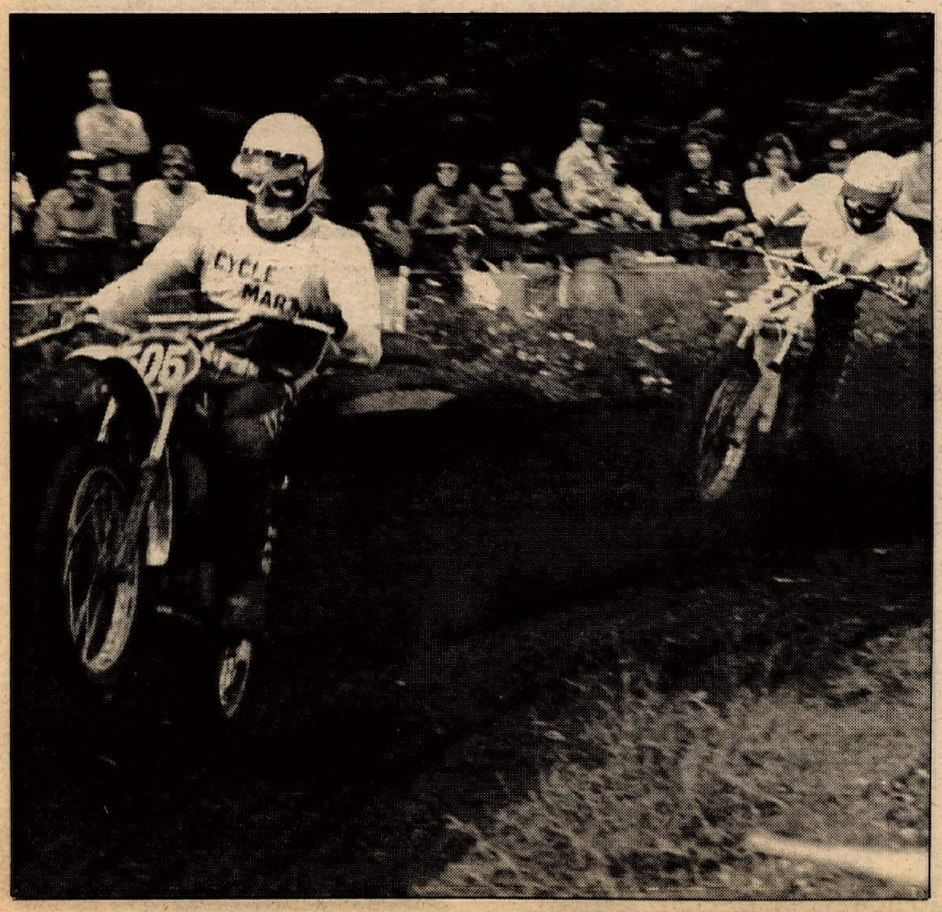
NORTHERN DATELINE

Ed Davis (28) holeshots the Washougal 125 Pros.

Gassin' and passin' at Washougal. Barney Newman (505) and Montey Mitchell (2)



CEMA inaugurates new MX track

By Dorde Woodruff

PRICE, UTAH, JULY 18

The Carbon Emery Motorcycle Association is a formerly defunct club reactivated by a highly enthusiastic group, including businessman Dick Peterson, racer Robert Howard, and others. Prosperity, which used to be a scarce commodity in small Utah towns, has come to Price with the energy crisis. Coal money has brought many new people to Carbon and Emery counties. It has brought, among other things, motorcycles.

The club's new motocross course is an incredible surprise. Just outside of and above the green irrigated fields of the outskirts of town is a huge hill of Mancos shale. It sits smack in the center of a wonderful confusion of smaller clay hills, sparsely covered with saltbush, the spectacular Prince's plume mustard, and an occasional picturesque small juniper. Laid on them is a maze of a long complicated track that boggles the mind, all ups, downs, curves and jumps.

The central hill commands a view of all the course, although it is so long and intricate that only a portion can be seen at once. A spectacular steep downhill over the middle of the central hill is flagged closed for minis, who take an alternate route. A flat bluff provides parking. New clean buildings have been constructed for food service, rest rooms and officials.

171 riders and 800 spectators attended the re-established club's first sanctioned event. Weather was fine for the first moto, then it got cold and poured. Riders voted to go ahead with the second moto, with fewer laps on the long course. More riders actually participated in the second moto as the rain diminished. Mancos shale has the peculiar characteristic of the topmost soil particles swelling when wet, sealing off dry soil beneath. Riders therefore found the mud, while bad enough, was underlaid with dry dirt.

Susan Andrews, one of Utah's few lady racers, rode skillfully but had trouble with her bike.

In practice Mark Murphy, 125 Amateur and editor of Utah Cycle Rider, forgot not to jump the humongous central hill, and landed almost at the bottom of the steep slope. Subsequently his bike, the trickest 125 in the state, refused to run on one size jet and seized on the next, so he resigned himself to buying a new motor. He liked the course because there were several good lines. The rider with the holeshot didn't necessarily win.

John Greenway, 9th ranked Expert MXer in the state, ran away with the 125 and Open Expert classes, winning both motos in each, skipping around the banked curves and doing crossups off

the jump. Scott Gerber, the wild desert rider, was third 250 Expert. Brent Myers, fourth Mini A MXer in Utah, beat Kent Knox, first ranked.

The club has big plans for the best motorcycling facility this side of California. Right away they're starting on a sprinkling system for the MX course. The 60 acres were donated by the county. Much material and equipment were given by businessmen. They are looking at the eight miles between the track and the cliffs to the west for desert races, and intend to start on a flat track this fall. ●

Results in Results Section.

Bicentennial bucks bash

Story & photos by Jan Newman

WASHOUGAL, WASH., JULY 11

During the past week the local CMC tracks have hosted a Bicentennial Week celebration which has found the Pros riding for nearly $5000 during four races. Today's purse of $1776 lured riders from all over the Northwest to ride their best or, as it sometimes happens, their worst. Sleepy-eyed stares were all too common in the early morning hours as many had also been at the Portland International Raceway race until the witching hours on Saturday.

Ed Davis holeshot the 125 Pros on his DG with Pat Jacobson on his heels. By the end of the first lap Troy Folck (Hon) and Les Womack (Yam) had moved by Jacobson. Troy went by Ed to lead briefly before Ed resumed command. Mark Gregson (Kaw) worked through half the pack to move into second on the last lap. On the final turn Mark tried to take over the lead. In the scuffle Mark went over the berm and was dropped to fourth.

Round two was led by Jacobson, Lee Voss (Hon) and Gary Racca (DG). Voss moved to the front and stayed. Jacobson held second while Gregson, Folck and Davis worked up from ninth, 10th and 11th to moved in behind him. When he dumped it, they all went by. Gregson went down, also, in the last lap but was able to hold his position.

In the 250 Pro class Vern Lamping (Kaw), Kevin Myers (Bul) and Joe Sandgathe (Kaw) managed to escape a multi-bike pile in the first turn to take the lead. Gregson ultimately moved out front once again. Craig Praus (Kaw) grabbed a permanent hold on second while Barney Newman (Hus) and Les Womack (Yam) fought for third most of the race, with Womack winning in the last lap.

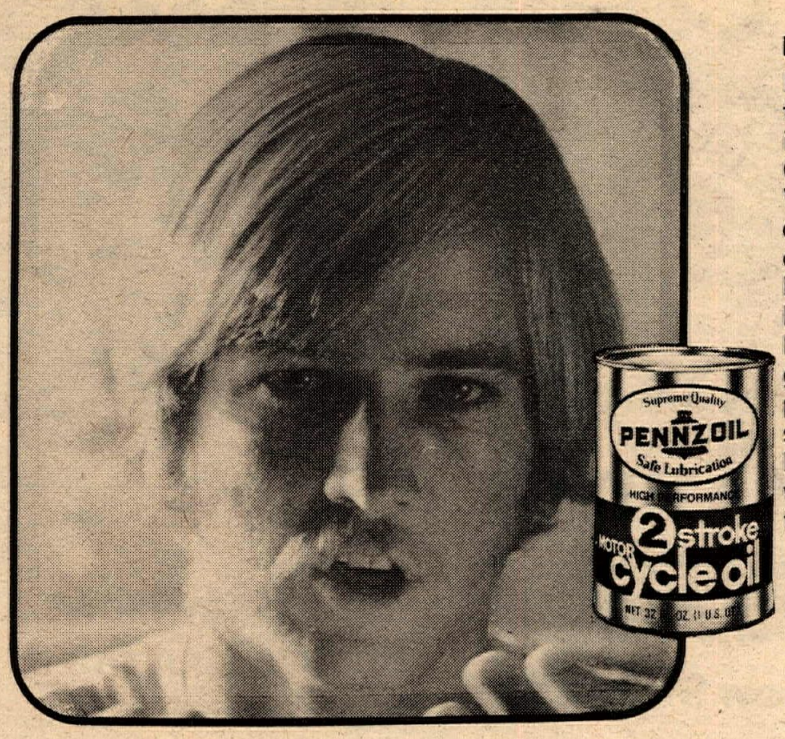
The second 250 moto was berserko-cross. The entire center of the pack went down on the first turn just to start things off. At least a third of the riders were involved. Then two riders crashed on the downhill jump within the first three laps to be out with assorted broken bones. Les Womack (Yam) escaped to the front with Rick Gage (Suz) and Mark Kaestner chasing him. Rick moved by Les to lead the rest of the way. Gregson came out of the pile-up around 10th and moved through to push Kaestner by Womack in the late laps to come out on top of a three way tie for second place points which he shared with Womack and Praus.

Chuck Sun (Hus) led the Open Pros until a goof dropped him to third behind Gregson and Womack. This looked like the three to beat until Womack's bike gave out on the uphill. Matt James (Mai) inherited third until the next to last lap when his pipe parted company and he dropped to fourth. By the time he got the checkered he was also holding his seat on by hand.

Sun led round two all the way. Montey Mitchell (KTM) yielded second in the early laps to Newman. Gregson was a spectator after the first couple of laps did his Kawasaki in. ●

Results in Results Section.

Pennzoil Performer Award



MITCH MAYES

It's good to see Mitch back. Returning from an injury-forced layoff, Mitch is back in winning form as evidenced by his strong Open class win at the recent Antelope Valley Ramblers' scrambles. With each consecutive loop of the rugged high-desert course, he stretched out his lead to finish Number One with Pennzoil 2-Stroke Motorcycle Oil (mixed 32 to 1). Being Number One is no easy task. It takes a gas-it riding style and lasting engine protection. That's why so many pros make sure they ask for Pennzoil. Take a tip from Mitch Mayes . . . whatever you ride, wherever you go, Pennzoil is worth asking for.

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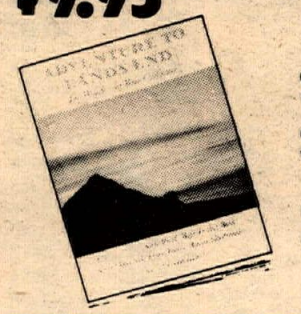

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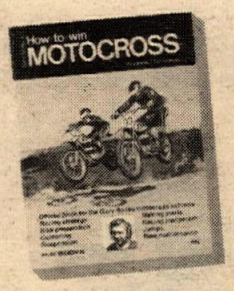

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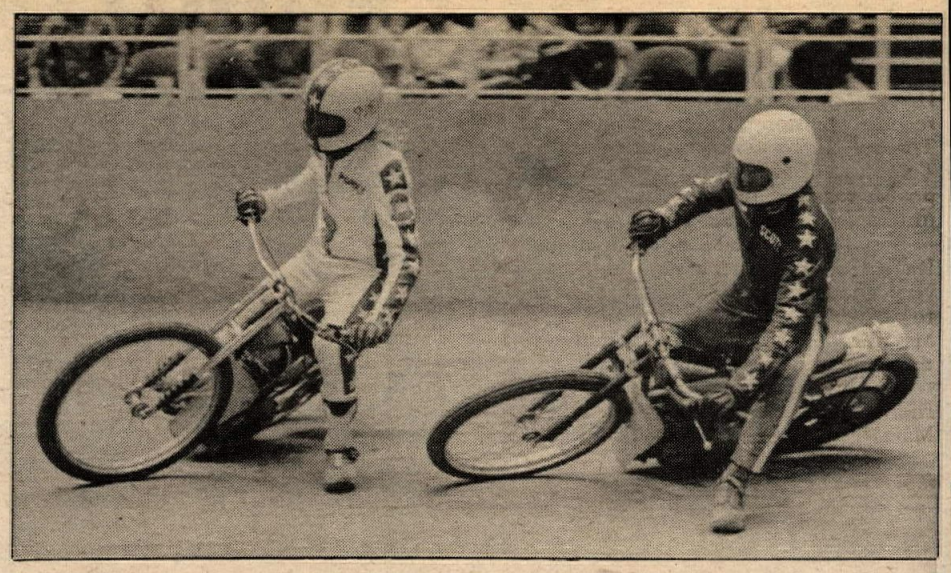


Second Div. Scratchers Porky McCabe, leading Scott Black.

Speedway blows minds in Utah

Story & photos by Dorde Woodruff

SALT LAKE CITY, UTAH, JULY 30

Years of dreaming and nine months of planning brought a Speedway meet to Salt Lake City's Salt Palace. Usually the home of hockey, basketball, and a great variety of quieter events, this was the first motorized event to appear in it although more are planned. The meet was organized by Terry Nish, promoter, and Tommy Dickerson speedway rider, friends since childhood.

Most of the riders imported for the meet were from California, including some slightly familiar names such as Mike Bast (Saturday only), Dubb Ferrell (Friday only) and Jim Fishback.

Originally planning to bring in a special rock, Terry and Tommy decided the dirt left over from the rodeo the week before would do. When preparing the surface they found the clay content wouldn't let the water penetrate so, dissatisfied, in the middle of night Wednesday they tore it up and regraded, then watered, dragged and rolled some more. The riders couldn't agree on how to treat it. Ferrell suggested watering during the intermission. Some thought this saved it, others thought it came apart more.

California riders had an advantage on this surface with their 19" Carlisles, over the stock rear tires of the local riders. The altitude of over 4000 feet bothered them.

The first Handicap heat started the meet off properly with a close duel between Dubb Ferrell and Randy Marsh. Randy was doing good here but later his performance fell off, as the bike had timing trouble. In the fourth Handicap heat Tommy Dickerson, trying hard, hit the wall in the second turn and Dan Spaithe won.

Steve Schlanser dumped in the second Handicap Semi and Clint Palmer, who was hot tonight, won. Mike Bendy did a 360 on the turn. Guys rushed out to catch him, but he recovered and continued. Palmer was in the very next event, a Scratch heat won by Dubb Ferrell. This back to back riding tired him.

After the intermission when the track was watered, Division II Scratch heat riders just couldn't get around that first turn. Leo Black, Dick Pruitt and Wally Jarman dumped. On the restart Wally and Chris Haines, the only survivor of the first start, fell. On the third start everyone swung around the turn very carefully and stayed upright, until Dick Pruitt went down again just before the finish.

In the second Division II Scratch Heat Tommy Dickerson went all out but had a hard time in the turns with his taller skinner tires, swinging wider than the others. Porky McCabe fought past him, to be overtaken by Scott Black in the last few yards.

In the first Match Race Dubb Ferrell led until Mark Cherry got the inside track in the last turn. Second match, Northern California fought Southern California in the persons of Barclay Trehal and Randy Marsh. Trehal got inside at the first turn, stayed ahead. Then in the last match Dave Sims (North) and Ron Preston (South) changed leads several times with Preston pulling ahead at the last.

The Spectator's Delight event really was, as Fishback and Ferrell met and sparks flew. This continued in the next event, the Scratch Semi. With Fishback leading, Randy Marsh and Trehal crashed together hard on the first turn. Both bikes were damaged, Marsh barely getting his going in time for the restart. Ferrell and Fishback continued their furious duel. Ferrell finally caught Fishback in the last turn, as Fishback crashed. After this, the second Scratch Semi was almost an anticlimax until Mark Cherry almost ran down Dennis Sigalos on the last turn, finishing just a few inches behind.

Ferrell was first in the Div. I Scratch Main easily with a 3-way battle behind him, resolved when Cherry and Marsh went down.

Fishback did his magic again in the Handicap Consol from 60 yards back. Ferrell and Palmer then fought it out in the Handicap Main with the stylish Palmer hanging on to first for a long time, then appearing to tire, falling back, and finally downed by a hole in the west end of the track.

Second night

Saturday night produced the expected larger crowd including a young enthusiast with a "Fishback is first in Salt Lake City" sign. The track held up better than anticipated, developing only a few small holes. Riders competed even more intensely than on the previous night, causing a higher incidence of crashes on the narrow track. The pole on the first turn had been moved in, not making it much easier. Ferrell had left and Bast arrived.

Bast ran in the first Handicap Heat, predictably passing everyone from his 40 yardline. Randy Marsh, who had worked on his bike Saturday, almost caught him. In the fourth Handicap Heat Tommy Dickerson spun out, crashing with Scott Black who suffered a broken collarbone. Mike Bendy caught his foot under the peg and was out for the remainder of the evening. Mark Cherry, one of the men to watch both nights, won.

First upset of the evening was the first Handicap Semi. Randy Marsh skillfully kept to the pole, never allowing second and third runners Fishback and Bast to pass.

During the first Division II Scratch Heat, local rider Wally Jarman did a 360 on the far turn, hit the wall hard, bending his front wheel and frame. Division II riders continued to find the track difficult, this event being

restarted, and Leo Black going down twice after the restart.

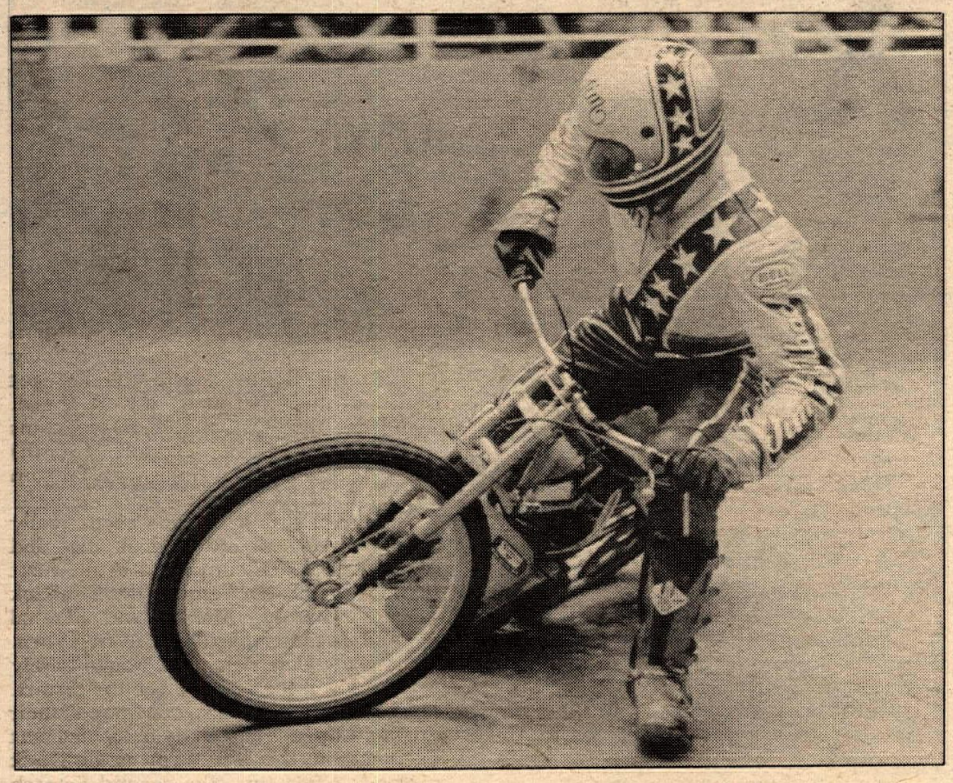
Adman turned announcer Bill Harrington, announced during the second Division II Scratch Heat that Tommy Dickerson had a new nickname, Tumbling Tommy. Tommy therefore postponed his tumble for that event until after the finish.

Bast took Fishback in the first Match Race, Hood, who generally didn't have a very good knight (!) came from behind to take his match race, and Porky McCabe bested Tumbling Tommy who this time refused to tumble at all.

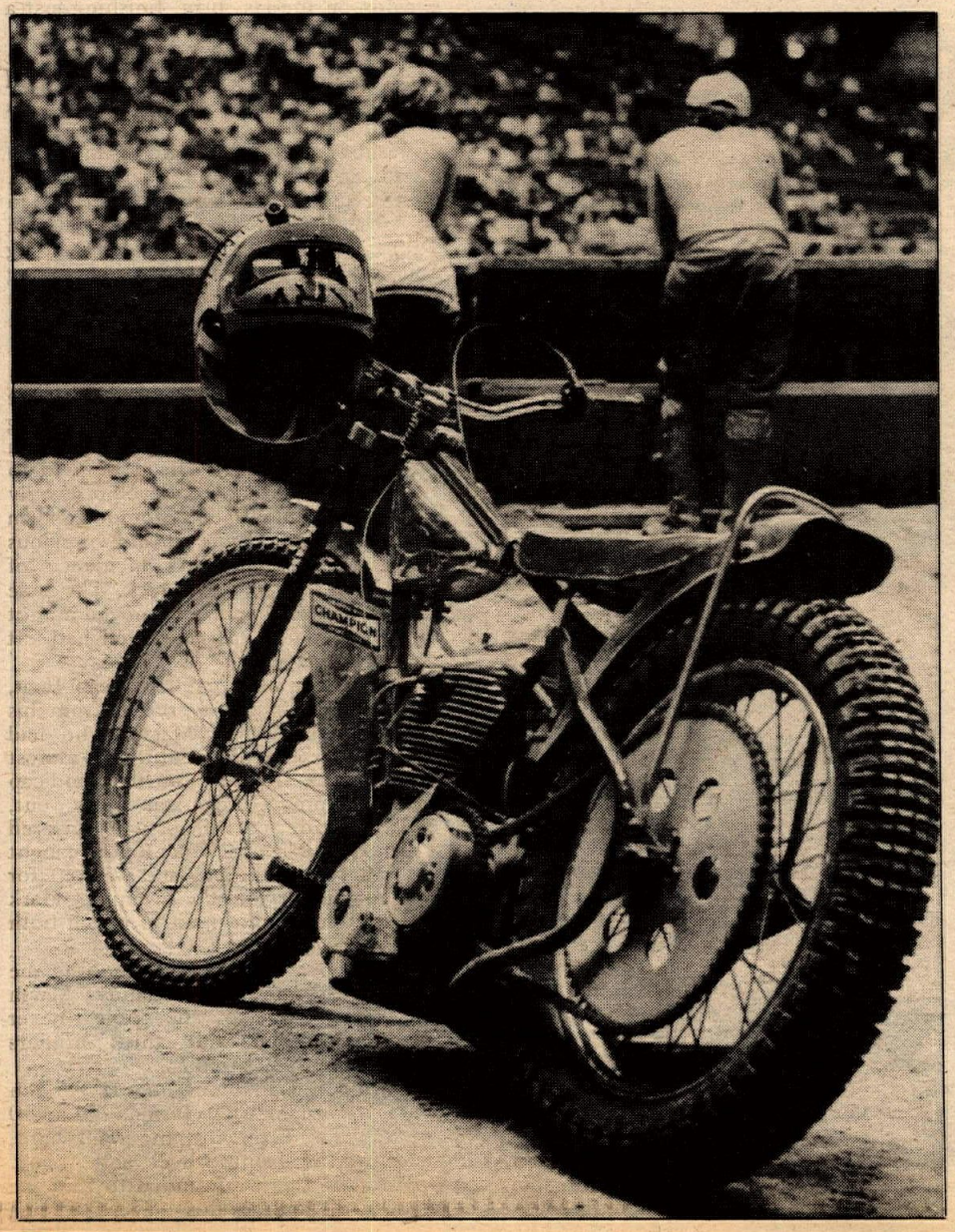
Bast just couldn't be beaten in the first Scratch Semi, or in the Scratch Main. Fishback and Cherry fought over second place, Fishback claiming it just before the last turn. Marsh did it again in the Handicap Main, Bast having to settle for second and Fishback for third.

Riders all enjoyed the meet and hoped to come back, saying it was the best temporary track they'd seen. The same dirt will be stored and used again. The track will be twenty feet wider next time, eliminating the bottom rows of seats.

In addition to the cash awards of $6,000 and trophies donated by Terry Nish, the Utah Bicentennial Commission gave all the riders bronze bicentennial medallions. Top riders each evening, (like Ferrell, Bast, Marsh, and Chris Haines), got silver medals. ●



(Above) Jim "The Animule" Fishback dominates his bike.
(Below) Cooling off.



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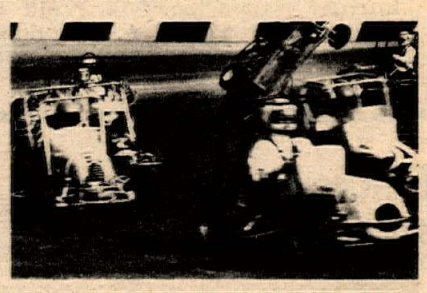

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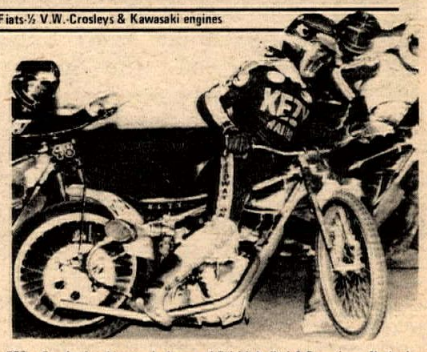

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Political lifeline

Bulletin

New off-road regs coming

In response to the U.S. District Court case, National Wildlife Federation vs. Rogers C.B. Morton, et al., the Bureau of Outdoor Recreation has issued a new set of administrative guidelines and a new Environmental Impact Statement for the regulation of ORVs on Federal lands.

The draft EIS (Int. DES 76-27), titled "Departmental Implementation of Executive Order 11644 Pertaining to Use of Off-road Vehicles on the Public Lands", dated July 19, 1976, is available by contacting the Office of Environmental Affairs, Bureau of Outdoor Recreation, U.S. Dept. of the Interior, Washington, D.C. 20240. Information can also be had from your regional BOR office. Check your phone book where you live.

Comment deadline is October 7, 1976. All comment should be sent to the above-mentioned address.

Back to basics with the BLM

By Lane Campbell

Remember those two lawsuits that had everybody hanging in suspense last year? You know – the one in California that we "won" and the one in Washington that we "lost". It left everybody wondering "If we won one and lost one, where does that leave us?" Remember?

It was the sort of thing it would have taken a lawyer to figure out – and even then, said lawyer would be hard-pressed to communicate to a non-lawyer what he had learned. So the upshot of it all was: we still retained our limited rights of access on Federal lands, and we'd have to wait and see what the BLM did in response to the Washington, D.C. suit – the one we "lost".

Quickee history refresher – the National Wildlife Federation sued the Department of Interior, claiming that the Feds had not lived up to the terms of Richard Nixon's Executive Order 11644 in regulating off-road vehicle use. The court agreed, and ordered the bureaucrats to go back to square one, rewrite their regs and do a new environmental impact statement.

They did it, and the result is sitting on my desk. Reading it has given me a splitting headache. I don't recommend it as light reading. However, it is "must" reading for anyone who is actively involved in the land-use controversy. That goes for M.O.R.E. chapters, the desert defense fund task force, AMA, CORVA, and any club or industry organization big enough to commit some money and/or some legal hosepower.

It is a quite changed document from the final EIS issued in 1974, the Interior Department's original (and now discredited) attempt to comply with EO 11644. It is patronizing to ORV users in a subtly insulting way, and it is loaded with political dynamite.

Highlights

Skimming just the surface, these were the most noticable points:

The new draft EIS totally omits the references to the beneficial social impacts of ORV recreation. The 1974 Final EIS dwelt on the benefits in terms of family recreation and relief of social pressure in the cities as the ORV-ers unwind in the open spaces. In 1974, the posey-sniffers objected vehemently to the inclusion of family and social benefits in the statement. It appears that in 1976, they'll get their way unless the writers receive an overwhelming public outcry. Family trail-riders, this is your cue.

The new draft EIS contains a complex and confusing array of alternative proposals: six "designation strategies" crossed with five scheduling strategies for a possible thirty different combinations. The dy-no-mite (from our standpoint) is that their proposed action is an "undesignated" status for BLM lands, pending designation (open, closed, whatever); combined with a designation schedule that would be complete by 1987. If adopted, it could be a real boon to us, and a real backfire to the environmental fringe who initiated the lawsuit. It's hard to believe that this would actually be done, because "undesignated" would mean free access for properly muffled, spark-arrested machines outside of any specific Wilderness or Natural areas. Please note, however, that clubs and organizations will still have the same permit process to go through in order to hold organized events.

For the first time, the Interior staff raises the question: Why not rescind or modify EO 11644? *Good question!* There is considerable argument for doing just that – as numerous writers have in the past suggested. Again, letter-writers, get on it.

A second argument for changing the wording of EO 11644 stems from the outcome of the Washington lawsuit itself. BLM originally set up its ORV regulations to allow any use that did not impair the "sustained yield" of the lands involved. This was because sustained yield has historically been one of the major objectives of Federal land use policy.

(Note: "Sustained yield" is a conservation concept, as opposed to a preservation concept as expressed by Sierra Club, EDF, et al. Regulating according to sustained yield means looking at the long term and doing nothing that would impair the land's ability to produce goods and services. This was what intelligent land management was all about before the environmental radicals came on the scene.)

But the judge told them, in effect, "That's not what the Executive Order says. It says you are to minimize environmental impacts (such as erosion, siltation, wildlife disruption, etc.)." So they are forced to rewrite their regs in these terms; and the blanket application of such terms can be a Catch-22 type disaster for ORV-ers.

Knowing these things, it behooves us as citizens, in this Presidential election year, to ask the future President of the United States, "Which is more in the national interest – sustained yield or environmental impact?" If the answer is "sustained yield", then a rewrite of EO 11644 is a necessity; and only the President can do it.

There's more. Much, much more. I urge anybody with the time and the necessary expertise to get in bed with this document, get intimate with it, and be prepared to pick it to pieces in detail, in public.

The bottom line

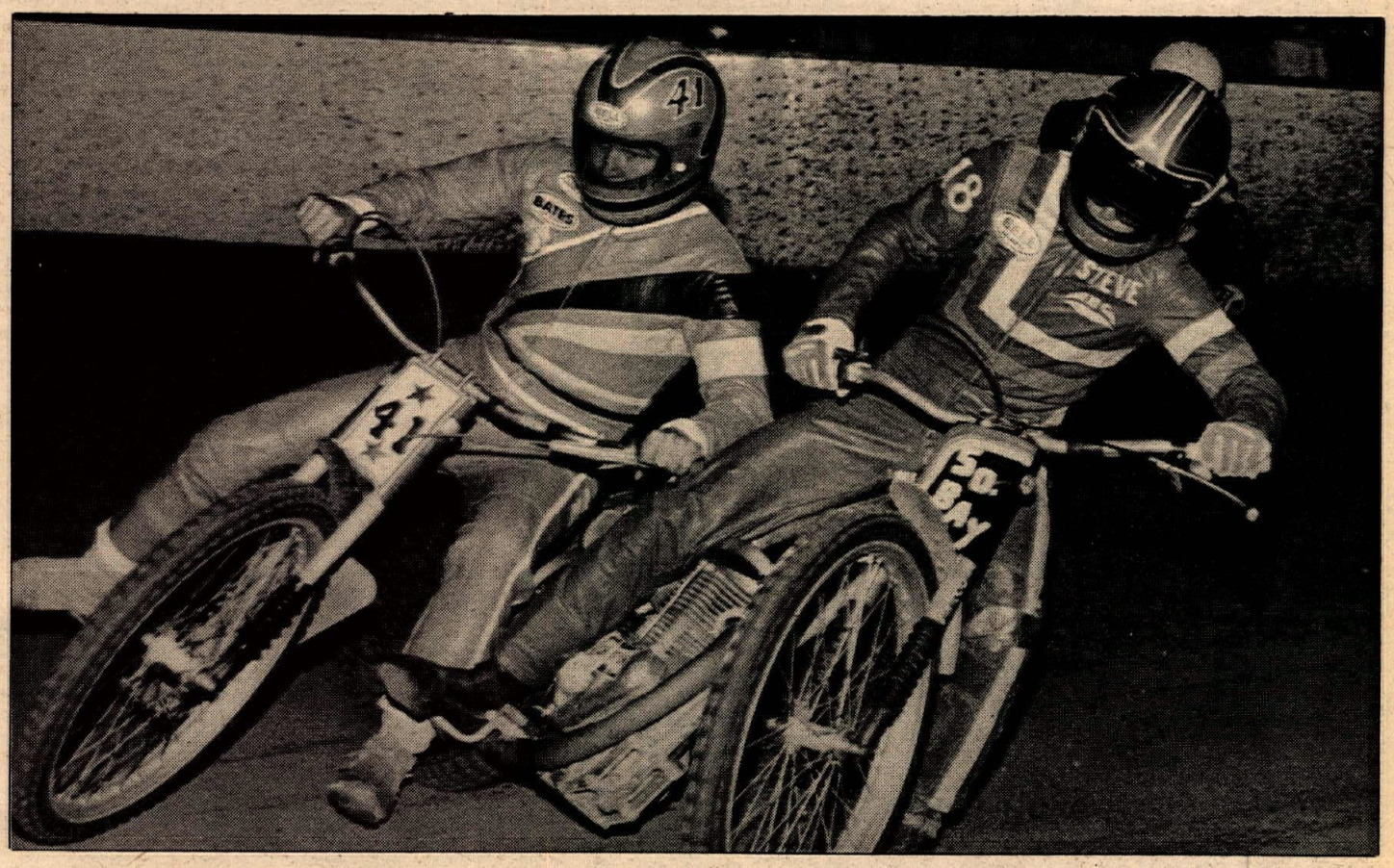
The net payoff is the entire future of off-road motorcycling in the United States. A whole new chapter is unfolding, during an election year, in the prolonged land-use controversy. We can help write it. We can become involved, make it an entirely new poker game, turn much of it to our advantage. Or we can remain silent and get the perennial shaft.

We've been through too much to pretend we don't understand what's happening and don't know how to deal with bureaucracy. In this year 1976, there should be no surprises.

Our age of innocence is over.

SPEEDWAY WEEK

Speedway scrimmage. One-on-one action features Steve Schlanser vs. Larry Kosta at Ventura (above); and Steve Nutter vs. Bill Cody at Costa Mesa (below).



Ventura, Aug. 3
Story & photos by Dennis Greene

For over a month Bobby Schwartz has been in the first race of the night and has yet to lose. He again carried his team, The Ventura Sharks, to victory over the San Bernardino Sizzlers.

It was a close match with the Sizzlers leading by four points in the first half. It wasn't until Randy Marsh and Sonny Nutter turned in a clean sweep in the eighth race that the Sharks took over. Another sweep in the tenth race by Bobby Schwartz and Scott Sivadge put them out in front by four points. The Sharks dropped two points in the 12th race when Danny Becker crashed, but split the six points in the final race to put the Sizzlers away 40 to 38.

Tom Ferris is a storybook case. Just over a month ago he moved to Southern California after riding a season up north. In that month he has won several Division Two events and each time was moved back ten yards. After a couple more wins in Scratch Racing, he got his chance in Division One and is still going strong. He now has had ten yards added to his handicap and still won tonight.

Jeff Peltier may be the next story, as he won his first Handicap Main. There are only seven weeks left at Ventura so Jeff will have to hustle to get moved up.

San Bernardino, Aug. 4
By Rex Reese

The Sizzlers had their work cut out for them as the L.A. Sprockets would be tonight's guests. The first heat looked like another L.A. runaway as Bruce Penhall and Steve Fortune collected four points over Larry Shaw and Billy Meister. The tide then reversed itself in the next heat when Ron Preston and Mark Cherry put a sweep over Steve Columbo and Rob Morrison. From here on out, the going remained tough as either team had an advantage of only a couple of points, and at some times L.A. and Berdoo ran dead even.

And so it was, 36-36, in the last regular heat, which left Preston and Cherry to defend honor and country against Mike Bast and Gene Woods. Preston and Cherry got swept under the carpet as L.A. finished up a close one, 41-37.

The Second Division money madness continued into its second week as $127.92 was donated out of the stands to the winner of the Scratch Main. Grant Murray pulled a slight lead, but was headed off by Kevin MacDonald who went on to win over Larry Kosta and Dick Pruett.

In the Handicap Consolation, Mike Bast was called by the ref at least twice for rolling starts. With Jim Fishback on the same line with Bast and Gene Woods, the crowd saw the event as Native Son versus Foreign Devils. On the start that did go, many members of the crowd claimed to have seen Bast get another rolling start on Fishback and Woods. But the ref didn't call it and the race was on, catching Jim and Gene with their pants down. Bast Won it, Fishback came in last, and the booing began. It lasted for a whole ten minutes and the crowd was getting *very* ugly. As the cops began to appear from out of the woodwork, the promoter headed off disaster by paying Fishback, Woods *and* Bast the same win money.

Irwindale, Aug. 5
By Rex Reese

Anybody with any sense in their heads could sense that Mike Bast would wind up dominating the entire night of open racing as he does in the team and handicap events. It looked that way when Bast easily picked up his heat. In the Semi, however, Mike slipped to second trailing Gene Woods; but things were back up to par as Mike won his first scratch heat and scratch semi. Not too bad for Number One.

The opposition was shaping up on its side, too. Bobby Schwartz, Scott Sivadge, Bruce Penhall and Billy Gray all placed in the money in their heats, did primo in the semis, and were on their way to do battle with Bast in the Main.

Meanwhile, the Second Division gang had progressed to their Main with Kurt Strommer performing the most controlled ride of the bunch. With a 30 yard lead, Kurt won.

In the Handicap Main, the smart money was on Bast, but his bike broke leaving Gene Woods to take over the top spot and the trophy girl, with Billy Gray second and Dennis Sigalos third.

Since Mike didn't win the handicapper, the Scratch Main would be no sweat since he won it last week. From the gate, Mike was out front but not alone as he was in a neck-and-neck duel with Billy Gray! For three laps Bast and Gray provided the crowd with best to-the-wall racing of the season. Suddenly on the final lap, Billy got the upper hand, and to the wild surprise of everybody, did not back off until the checkered flag came out. Bruce Penhall rolled in for second . . . and Mike Bast came in *third.*

Costa Mesa, Aug. 6
Story & photos by Dennis Greene

The Orange County Eagles, or Turkeys as some Bakersfield Bandits fans see them, went down to defeat by two points to the League-leading Bandits.

It was no easy job for Team Captain Jeff Sexton, who saw his team trailing all night by four points. Three times the score was brought even, but eight of the 13 events went to the Turkeys — oops — Eagles. Going into the last race the Eagles were still ahead by two points and it looked as if the Bandits might get shot out of the saddle. Team owner Marshall "Digger" Helm raised his broken arm like an old locker room pep talk to his team and they came out racing, turning in a sweep for the win.

Select Vans and Al Martinez are big backers of Speedway and sponsor several riders. They got together to produce the first annual match race between their riders, Jim Fishback, and Bruce Penhall for Martinez; Mike Muntean and Bill Cody for Select. The four-lap sprint went to Cody and for the first time in several years, he kissed the trophy girl.

Handicap racing added a new name to the record books, Bryan Buffington got his chance in Division One and went all the way to win. Rod Cowell came back after a year on the road racing back East to win the Second Division Main.

Bakersfield, Aug. 7
Story & photos by Dennis Greene

Saturday night the League-leading Bandits took on the Ventura Sharks for the last time this season at their home track. The first four events were a draw, both teams getting three points in each race. It was Bert Harkins who put the Bandits on the road to victory as he and his teammate Steve Nutter got the first sweep of the night. The Bandits carried that advantage for the next three events when Jeff Sexton and Brian Short got the Bandits' second clean sweep, putting them out in front by eight points. The eight-point advantage was short-lived as Scott Sivadge and Bobby Schwartz came right back with a sweep for the Sharks, leaving the Bandits with just a four-point lead, which they carried all the way through to the end. Final score 41 to 37.

Results in Results Section.

RESULTS

Lake Whitney MX
Whitney, Tex.
July 25, 1976
By Dave Nielsen

JR MINIBIKE	
Chad Calvert	Hon
Dwayne Lisenbe	Yam
Jon Vaughn	Yam
SR MINIBIKE	
Tony Nielsen	Hon
Alex Hoover	Yam
Brad Doughty	Yam
OVER 30	
Jim Krause	Pen
R.L. Doughty	Yam
Bob Pauken	Yam
100 NOV	
John Keith	Hon
Ryan Wade	Yam
David Lassiter	Suz
125 NOV	
John Keith	Hon
Craig Adams	Yam
Bruce Allen	Yam
125 INT	
David Jones	Hon
Kevin McMillan	Suz
Todd Vandermolen	Hon
250 NOV	
Mark Keetch	Bul
Richard Dahlgren	Hus
Tim Adams	Suz
250 INT	
Ricky Miles	Hus
Don Allen	Kaw
James Yeager	Bul
OPEN INT	
Steve Williams	Suz
Curt Phillips	Suz
Peter Hall	Mai

D-36 Short Track
Oakdale, Cal.
July 24, 1976
By Ann Carr

MINIS	
60 NOV/JR	
Tari Tillery	Yam
80 NOV	
Billy Brazil	Yam
Joe Knight	Yam
80 JR	
Scott Nugent	Yam
Eric Lewis	Yam
Mark Andris	Hon
80 EX	
Doug Chandler	Yam
Tracy Hays	Yam
Fred Merkel	Yam
OPEN NOV	
Brian Buzzini	Yam
OPEN JR	
Richard Thurman	Suz
OPEN EX	
Doug Chandler	Hod
Jim Cunningham	Yam
Tracy Hays	Yam
MAXIS	
Scott Baker	Yam
Terry Lewis	Suz
Karl Valdez	Yam
125 NOV	
Gary Heywood	Yam
Monty Latif	Suz
Gene Pringle	Suz
125 JR	
Randy Loewen	Yam
Rolf Greenhill	Yam
Louie Orozco	Yam
125 EX	
Mitch Davidson	Yam
200 NOV	
Gabe Burrola	C-A
Debby Rocha	Yam
250 NOV	
Steve Knouf	Bul
Perry Evans	Hon
John Welch	Suz
250 JR	
Dwayne Ellis	Yam
Don McBride	Suz
Ben Zakarian	Kaw
250 EX	
Jim Mertens	Yam
Dave Faria	Yam
Alex Jorgensen	C-A
360 NOV	
Kelly Dunnagan	Hon
Dave Bird	Hon
360 JR	
Gary Davis	Yam
Jeff Cahoon	Bul
Frank Souza	Bul
360 EX	
Rick Hocking	Yam
Jim Mertens	Yam
Carl Yerby	Hon

D-36 Scrambles
Lodi, Cal.
July 23, 1976
By Ann Carr

MINIS	
PEE WEE	
John West	Ind
80 NOV	
Joe Knight	Yam
John Whidden	Yam
80 JR	
Kelly Woods	Yam
Joe Brazil	Yam
80 EX	
Doug Chandler	Yam
Tracy Hays	Yam
OPEN NOV	
Joey Nail	Yam
OPEN JR	
Richard Thurman	Suz
David Boyles	Suz
OPEN EX	
Fred Merkel	Yam
Tracy Hays	Yam
MAXIS	
100 NOV	
Jeff Deaton	Suz
Karl Valdez	Yam
125 NOV	
Tom Rose	Hon
David West	Suz
125 JR	
Brian Thompson	Yam
Steve Alberti	Hon
200 NOV	
Garry Bedford	Suz
Gabe Burrola	C-A
250 NOV	
Matt Pemberton	Suz
James Woods	Yam
Terry Huffer	Hon
250 JR	
James Green	Yam
Dennis Davis	Yam
Brad Kotsaris	Yam
250 EX	
Steve Brandt	Yam
Matt Carothers	C-A
Kim Jorgensen	C-A
360 NOV	
Perry Smith	Hon
Roy Fisher	Yam
360 JR	
Jerry Kennedy	Yam
Steve Hageman	Hon
500 NOV	
Chris Dale	Suz
Rick McNally	CZ
Gary Arnold	Suz
500 JR	
Don Whitlow	Yam
Jeff Thompson	Yam
500 EX	
Dennis Spence	Yam
Dallas Davis	Yam
Sal Hoffman	Yam
OPEN NOV	
Greg Billings	Tri
OPEN JR	
Mike McDonald	Tri
OPEN EX	
Tiff Mullenax	Tri
John Tavis	Tri
Phil Vitalie	Nor

Genoa 24 Hour Endurance Run
Genoa, Neb.
July 3, 1976
By Jeanie Flippin

MINI
Steve & Scott Strobel
Dave Peterson/ Danny Peck
Ladd & Greg Portra
Tim Konz/ Steve Czapla
125cc
Jerry Semler/ John Kiekel
Pat Czapla/ J.D. Stewart
Dan & Frank Cuba
Terry Kuntzelman/ Pat Drum
250cc
Stan Gregory/ Bruce Crotty
Vernon & Doug Petefish
Bill Topham/ Mel Luft
Clare Kurz Jim Spitz
Tom Barclay/ Bob Workman
OPEN
Ken Brooks/ Greg Johnsom
Lavern Brown/ Brune Buchanon
Larry Banks/ Jim Flippin
Matt & Ralph Redman
IRON MAN
Wally Czapla
Mike More
StevyBower
Bill Griffin

CMC MX
El Toro, Cal.
July 28, 1976
By Tom Corley

MINI JR	
Pat Kehoe	Hon
Ed Gieselman	Yam
Jeff Cordeird	Yam
100 JR	
Quinton Taylor	Hon
Bret Johnson	Yam
125 JR DIV I	
Chuck Cheek	Suz
Larry Seraino	Hon
DeeTryon, Jr.	Hon
125 JR DIV II	
Dan McLeod	Hon
Oscar Jackson	MBS
Kurt Lustbaum	Hon
125 JR DIV III	
Ed Kissell	Yam
Doug Foster	Yam
Mike Schoffstall	Hon
125 INT	
Steve McKay	Hon
Lee Cangiano	Hon
Mark Braunwalder	Yam
125 PRO	
Dave Carlson	FMF
Mike Raines	MM
Mikcey Pizzitola	Hon
250 JR DIV II	
Scott Carnahan	Yam
Jim Howard	Suz
Dempsey Stocker	Suz
250 INT	
Gary Truesdill	Suz
Mike Jacobs	Suz
Guy Olson	Mai
250 PRO	
Morris Malone	Hus
Aaron Bassett	His
Dave Miller	MM
500 JR	
Mike Bomer	Suz
Marc Crosby	Mai
Steve Kerr	CZ
500 INT	
Keith Beck	Mai
500 PRO	
Bob Fisk	Mai
Dave Foltz	Suz
Jeff Witherell	Suz

AMC MX OCIR
Irvine, Cal.
July 30, 1976
By Rex Reese

MINI BEG	
Dennis Bill	Yam
Kevin Wood	HC
Curtis Bingham	Yam
MINI JR	
Tim Hines	Yam
MINI EX	
Scott Watson	MM
100 JR	
Ty Hanway	Suz
David Cardoza	Suz
John Mendola	Hon
100 EX	
Gregg Toyama	FMF
Randy Skinner	Hon
Cary Stophel	Hon
125 BEG	
Alan Greeler	Yam
Steve Pfaff	Hon
Kelly Sheen	Hon
125 JR	
Mike Margules	JBS
Brian Ellis	Hon
Tim Earle	Hon
125 INT	
Tony Gomez	MM
Steve Shippey	Hon
125 EX	
Mike Haines	MM
Gregg Toyama	FMF
Pat Nash	KG
250 BEG	
Rick Marion	Hus
Kurt Ellert	Mai
Dave Adams	Yam
250 JR	
Eddie Drake	Suz
250 INT	
Guy Olson	Mai
Danny Dickey	Mai
Mark Petty	JBS
250 EX	
Mike Stearnes	Hus
Greg Barrett	Suz
Tom Cross	Suz
OPEN BEG	
Jamie Brodie	Bul
Brian Cathcart	Suz
OPEN JR	
Jerry Evans	Yam
OPEN EX	
John Cardoza	Suz
Clint Bartee	Mai

ST & Half Mile
Buffalo Park Speedway
Carollton, Tex.
July 24, 1976
By Richard Wallace

0-85	
Dodd Dyson	
Grady Roberson	
Chris Retra	
125 TROPHY	
Charlie Orr	
Craig Louis	
Mike George	
250 TROPHY	
Jack Mounts	
James Laughlin	
John Ruble	
360 TROPHY	
Neil Jones	
Freddie Debrick	
Bobby Goodin	
250 MONEY	
Bobby Goodin	
Bobby Elliot	
Larry Eberhart	
360 MONEY	
Joe Powell	
Bruce Moore	
Andy West	
OPEN MONEY	
Odell Davis	
Joe Powell	
Elmer Morgan	
125 TT	
Greg Harrison	
Mike Archer	
Curtis Taylor	
250 TT	
Jeff Kring	
Terry Newman	
Billy Price	
OPEN TT	
Chris Keene	
Joe Powell	
James Eddins	

TT Scrambles
Elsinore, Cal.
July 24, 1976
By Andi Gangewer

MINI BEG	
Curtis Cannon	Yam
Chris White	—
Jeff Olive	—
MINI NOV	
Jim Snow	Yam
Jeff Corso	Yam
Brian Corso	Hon
MINI AN EX	
Chris Cannon	Yam
Jeff Eary	Yam
Kirk Johnson	Yam
100 BEG NOV	
Dennis O'Rouke	Hon
Bob Ballinger	Yam
Eugene Brown	Yam
125 BEG	
Scott Sherwood	—
Jeff Neely	Yam
Leonard Johnson	—
250 BEG	
Craig Hoopes	Yam
Robby Mella	Yam
Bob Garrett	Bul
125 NOV	
Robert Burns	Yam
Allan Ronska	Yam
250 NOV	
Fred Parker	Yam
Greg White	Kaw
Dennis Longnecker	Yam
OPEN NOV	
Richard Bishop	Yam
Scott Longnecker	Yam
SPEC NOV	
Norton Graham	—
Terry Singleton	—
Richard Bishop	Yam
125 AM/EX	
Jack Smith	Yam
Jim Speigle	Yam
Kirk Johnson	Yam
250 AM/EX	
Gary Smith	Bul
Joe Steffen	Yam
Dorothy Rowe	Yam
OPEN AM/EX	
Rod Sexton	Yam
Steve Miller	—
Vince Landry	Yam
SPEC EX	
Rod Sexton	Yam
Al Glover	Yam
Joe Steffen	Yam

AME MX
Valencia, Cal.
July 25, 1976

MINI JR	
Tracy Farrell	Yam
Allen Sekeres	Yam
John Langhammer	Yam
MINI INT	
Erik Kehoe	Yam
Don Best, Jr.	Yam
POWDER PUFF	
Rox Ann Dougherty	Hon
Carey Steiner	Hon
Kim Brown	Hon
OLD TIMERS	
Gene Moffett	Bul
Wiley Seitzler	Suz
Gerry Steiner	Mai
100 BEG	
Earl Penny	Suz
100 JR	
Darrel Anderson	Yam
Curt Hansen	Hon
100 INT	
Kenny Spiker	Suz
125 BEG	
Robin Gapinski	Suz
Rory McDermed	C-A
Robert Presley	Hon
125 JR	
Doug Spiker	Hon
Allen Sine	Yam
Dan Walker	Hon
125 INT	
Richard Arnold	Hon
Richard Cavish	Suz
Greg Lilly	Yam
125 PRO	
Evan Marcus	CT
Craig Cole	Hon
Tom Ryan	Yam
250 BEG	
Perry Ramacieri	Bul
Rob Myerly	Hon
Randy Hodges	KTM
250 JR	
Dave KaBrot	Hon
Mark Thompson	Suz
Jim Huber	Hus
250 INT	
Rick Hurtado	Mai
Ron Hornaday	C-A
Rich Lansford	Mai
250 PRO	
Mark White	Hus
Mike Shoemaker	Mai
Steve Rawson	Suz
500 BEG	
Craig Reynold	—
Doug Calsis	Yam
David Rogers	Suz
500 JR	
Jim Stiles	Hus
Mark Mohs	Yam
Stewart Rogers	Suz
500 INT	
Randall Reese	Suz
Mike Antes	Suz
Robert Jenson	CZ
500 PRO	
Danny Chandler	KTM
Bill Wall	Suz
Dave Haugh	Mai

ITA Trials
Saddleback Park
July 25, 1967

SENIOR CLASS	
Manfred Lauxen	Bul
Art Webster	Yam
Wayne Emge	Hon
EXPERT	
Dennis Gilmore	Bul
David Webster	Yam
AMATEUR	
Paul Webster	Yam
Mark Webster	Yam
Oli Thordarson	Yam
Duane Feland	Suz
NOVICE	
Thomas Holcomb	Suz
Ray Palmer	Bul
Jim Wakeland	Bul
Larry Emge	Bul
Jack Stone	Bul
BEGINNER	
Larry Curtis	Hon
Philip Chandler	Bul
Mike Stone	Yam
Todd Watkins	Mon
Ed Beckman	Hon
David Bergesson	Kaw

Cross Country
Irving, Tex.
Aug. 1, 1976
By Marsha Godfrey

SMALL BIKE OA	
Bruce Hallmark	Hon
BIG BIKE OA	
Jeff Kring	Yam
100 AM	
Brent Fletcher	Yam
Greg Blair	Suz
Milton Kirchmeier	Yam
100 EX	
Danny Burnap	Yam
Donal Greenhill	Pen
Jack Sibley	Suz
125 AM	
Lesley Linn	Yam
Jody Cantrell	Yam
Victor Kwasnick	Yam
125 EX	
David Greenhill	Pen
David Walker	Hon
Jerry Burnap	Yam
200 AM	
Jim Maud	Hon
Mike Snow	Yam
T-Bone Albers	Pen
200 EX	
Claude Parsons	Yam
Phil Oliver	C-A
Larry Jenkins	Yam
250 AM	
Dave Michie	Suz
Randall Gilbert	Yam
John Williams	Suz
250 EX	
Randy White	Bul
Harold Kenrick	Yam
Billy Smith	Yam
OPEN AM	
John Paynter	Yam
Jerry Walker	Yam
Tim Hunt	Suz
OPEN EX	
Phil Oliver	Suz
Eddie Burdette	Yam
Jim Jordan	Mai
OVER 30	
Dud Gage	Yam
Loy McDonald	Suz
Al Vincent	Suz
HIGH PT TEAM	
Al Vincent	
Phil Oliver	
John Williams	

Escape Country MX
Trabuco Cyn., Cal.
Aug. 1, 1976

SM	
Tommy Fancher	
Bobbie Brown	
Warren Day	
SM BEG	
Jeff Prifur	
James D. Rogers	
SM NOV	
Norman Nilsson	
David Hooper	
SM INT	
Brian P. Fountain	
SM EX	
Mike Brown	
100	
Roxanne Carcerano	
100 BEG	
Larry Hernandez	
Danny Cruz	
100 NOV	
Matt Devich	
Mike Diego	
Pat Ballard	
100 INT	
Lyle Babi	
125 A	
Don Billings	
Steve Williams	
Brent Allen	
125 B	
Gregg Strode	
Charles Barnes	
Chuck Disario	
125 BEG A	
Fred Willis	
Don Fontana	
125 BEG B	
Mark Bottorff	
Chris Fisher	
Eric McWilliams	
125 NOV A	
Mark Anderson	
Ron Mabry	
Steve Olivares	
125 NOV B	
Joe Crozer	
Don Edwards	
O.C. Moore	
125 INT	
Dave Hambly	
Jacques Soucie	
Bill Rice	
250 BEG	
Jeff Wiedeman	
Paul Sedler	
Brad Hamley	
250 NOV	
John Criswell	
Jim Beardsley	
Monte Day	
250 INT	
Mark Jacobsen	
OPEN	
Mike Day	
Harvey Stone	
OPEN BEG	
Ted lee	
OPEN NOV	
Jon Galubitz	
OPEN INT	
Tim Hart	

Manzanita Speedway
Phoenix, Ariz.
July 28, 1976
By Becky Powers

MINI PEE WEE	
Danny Harrell	Yam
MINI JR	
Donny Smallwood	Yam
Brad Halka	Yam
100 CLASS	
Tim Tyler	Hon
125 NOV	
Joe Glotfelter	Hon
Eric Yogerst	Hon
Keith Kittrell	Yam
125 AM	
Brian Shinabarger	Yam
Mark Perkey	Hon
125 EX	
Larry Carter	Yam
Bob Russell	Yam
250 NOV	
Phil Grosskopf	Hon
Mark Siltanen	Yam
Doug Kittrell	Yam
Chris Johnston	Mont
250 AM	
Mike Yogerst	C-A
Pete White	Yam
250 EX	
Bob Russell	Yam
500 NOV	
Brad Ramsey	Yam
500 EX	
Rick Williams	Bul
OPEN AM	
Ben Carroll	Tri
OPEN EX	
Jon Sellers	Tri

AMA Pro H-M
Phoenix, Ariz.
July 23, 1976
By Dan Mahony

NOV FINAL	
Eddie Lawson	Bul
Jeff Kerr	Yam
Don Grigsby	Yam
Dan Mullins	Yam
Joe Wilson	Yam
Tracy Robinson	Yam
Eddie San Roman	Yam
Bob Cain	Yam
John Camp	Yam
Tom Burcham	Yam
COMBINED JR/EX	
Hank Soctt	Yam
Mike Kidd	H-D
Mike Collins	H-D
Marty Halkola	Yam
Vern Johnson	Yam
Gary Scott	Yam
Dan Switzer	Yam
Earl Roloff	Yam
Rick Warren	Yam
Gene Romero	H-D

Lake Whitney Hillclimb
Whitney, Tex.
August 1, 1976
By Diane Polley

MINI MINI	
Jackie Almond	Yam
Scott Chandler	Hon
David Almond	Yam
Carl Kaylor	Yam
MINI	
David Chandler	Hon
Ronny Dahl	Hon
Mike Polley	Yam
POWDER PUFF	
Linda Wilhite	Yam
Teresa Provazek	Bul
Barbara Sheridan	Yam
125 STREET	
James Blanton	Hon
Bobby Dahl	Sach
Mike Polley	Suz
250 STREET	
Dean Cruise	Hon
Tom Anderson	Suz
Mike Ehtridge	Suz
OPEN STREET	
Jesse Whitt	Yam
Tim Keefe	Kaw
Tom Anderson	Yam
100	
Charles Goodnight	Kaw
Tommt Elkins	Kaw
David Carder	Kaw
125	
Tracy Davidson	Yam
Robert Alford	Hon
James Blanton	Kaw
200	
Tommy Elkins	Bul
Sunny Holmes	Bul
Norris Meeks	Bul
250	
Sunny Holmes	Bul
Will Alford	Bul
Duffy Douglas	Yam
350	
Wil Alford	Bul
Tony Hudson	Hon
Johnny Newman	Hon
500	
Wayne Wilhite	Yam
Will Alford	Bul
Cleve Martin	Bul
1500	
Gary Chandler	Hon
Jim Wilson	Tri
Walter Humphries	Tri
EXHIBITION	
Gary Chandler	Hon
Walter Humphries	Tri
Henry Polley	Tri
OVERALL	
Tom Hairston	Tri

CMC MX
Carlsbad, Cal.
Aug. 8, 1976
By Patti Trotter

MINI EX	
Mike Toycen	RR
MINI JR	
Jeff Grise	Yam
Kerri Paulsen	Yam
Doug Cunningham	Yam
100 JR	
John Keith	Hon
Matt Hope	Hon
Dan Worley	Suz
125 PRO	
Bruce McDougal	T&M
Warren Reid	FMF
Bill Joyce	HC
125 INT	
Rick Wade	Hon
Eric Coffin	MM
Mike Loper	FMF
125 JR DIV I	
Fred Calwell	Yam
Carl Salazar	Hon
Bob Green	Hon
125 JR DIV II	
Mark Manning	Suz
Roy Summers	Yam
Peter Sampo	Suz
250 PRO	
Broc Glover	DG
Marty Tripes	DG
Mike Bell	Hus
250 INT	
Chris Burgeson	Suz
Gary Truesdill	Suz
Jim Hanley	Mai
250 JR	
Tom Pearl	Bul
Tony Tennison	Yam
Mark Peters	Yam
500 PRO	
Val Temietti	Mai
Luke Messer	Mai
Greg Robertson	Oss
500 INT	
Randy Blevins	CZ
Fritz Schlegel	CZ
Max Maple	Suz
500 JR	
Bill Lyons	Yam
Larry Fossett	Bul
Bob Perez	Mai

SRA Speedway
Bakersfield, Cal.
Aug. 7, 1976

Bakersfield Bandits	41
Ventura	37
HANDICAP MAIN	
Kevin Mac Donald	
Bert Harkins	
Brain Short	
DIV II MAIN	
Don Faulkner	
Ron Hardin	
Bob McLain	
TOP SCORERS BANDITS	
Dubb Ferrell	13
Bert Harkins	9
Brain Short	7
TOP SCORERS SHARKS	
Bobby Schwartz	10
Dave Sims	8
Scott Sivadge	6

AMC MX
Carlsbad, Cal.
Aug. 1, 1976

MINI BEG	
David Conrad	Yam
MINI JR	
Jeff Qualls	Yam
100 BEG	
Kevin Collins	Yam
Ted Gardner	Hon
100 JR	
Dan Worley	Suz
Ty Hanway	Suz
Mike Bronson	Yam
125 BEG	
Gene Van Dyke	Yam
Dale Lawrence	Yam
Tim Tope	Yam
125 JR	
Dave Vicioso	Hon
Joaquin Piccazo	Yam
John Keith	Hon
125 INT	
Ritchie Kavana	MM
Steve Carson	Hon
Jim Odle	Suz
250 BEG	
Tony Walker	Oss
Alan Painter	CZ
Dale Pearce	Bul
250 JR	
Tom Pearl	Bul
Darryl Lumbattis	Bul
Larry White	Mai
250 INT	
Kelly Sealie	Mai
Jim Hanley	Mai
J.J. Hudson	Suz
OPEN BEG	
Joe Oliver	CZ
Mark Allen	Yam
Gary Steiner	Mai
OPEN JR	
Steve Galea	KTM
Robert Valin	YZ
Steve Olson	Mai
OPNE INT	
Kevin Nevinger	Yam
Charles Ball	Yam
Mike McNulty	Mai
MINI PRO	
Jeff Ward	Yam
Scott Watson	MM
Robbie Nolin	UNK
Mike Toycen	RR
Richard O'Brien	DG
125 PRO	
Tony Wanket	Hon
Gregg Toyama	FMF
Corki Moore	MM
Kurt Sofka	Yam
Steve Schramm	Hon
250 PRO	
Randy Burns	Yam
John Smith	Suz
Scott Montgomery	Suz
Steve Montague	Yam
Troy Stattings	KTM
OPEN PRO	
Jeff Foland	KTM
Jeff Witherall	Suz
Jeff Szueber	Mai
OTHGA MX	
Lanky Larry	Yam
Gorilla Gary	Mai
Absurd Al	Suz
OTHGA AM	
Branch Bruce	Yam
Petrified Pete	Bul
Honky Herb	Yam
OTHGA INT	
Moldy Mike	Yam
Lewd Lew	CZ
Pansy Paul	Yam
OTHGA BEG	
Juicy Jim	Yam
Lovely Lee	Yam
OTHGA NOV	
Rickety Rick	Suz
Toilet Tom	Yam

Speedway
Salt Palace
Salt Lake City, Utah
July 30-31
By Dorde Woodruff

FRIDAY
DIV II SCRATCH MAIN
Chris Haines
Leo Black
Scott Black
DIV II SCRATCH CONSOL
Skip Kennedy
Dick Pruitt
Wally Jarman
SCRATCH MAIN
Dubb Ferrell
Dennis Sigalos
Randy Marsh
SCRATCH CONSOL
Jim Fishback
Ron Preston
Barclay Trehal
HANDICAP MAIN
Dubb Ferrell
Mark Cherry
Randy Marsh
HANDICAP CONSOL
Jim Fishback
Steve Schlanser
Fred Sidner
MATCH RACE
Mark Cherry
MATCH RACE
Ron Preston
MATCH RACE
Randy Marsh
SPECTATORS DELIGHT
Fishback
Ron Preston
Barclay Trehal
SATURDAY
DIV II SCRATCH MAIN
Chris Haines
Dick Pruitt
Skip Kennedy
DIV II SCRATCH CONSOL
Leo Black
Porky McCabe
SCRATCH MAIN
Mike Bast
Jim Fishback
Mark Cherry
SCRATCH CONSOL
Ron Preston
Steve Schlanser
Stu Egli
HANDICAP MAIN
Randy Marsh
Mike Bast
Jim Fishback
HANDICAP CONSOL
Dennis Sigalos
Fred Sidner
Steve Schlanser
MATCH RACE
Mike Bast
MATCH RACE
Robin Hood
MATCH RACE
Porky McCabe

Dusmakers H & H
Lucerne Valley, Cal.
Aug. 8, 1976
By Judy Kinnaman

OPEN EX	
Mitch Mayes	Hus
Jeff Kirk	Yam
Mike Edmondson	Yam
OPEN AM	
Fred Graff	Yam
Jim Long	Yam
OPEN NOV	
Keith Smith	Yam
Sam Gregory	Yam
Bruce McClusky	Yam
250 EX	
Brian Wright	Hus
Craig Kinnaman	Suz
Tom Schell	Suz
250 AM	
Mike Alexander	Hus
Mick Thorpe	Yam
250 NOV	
Scott Denner	Yam
Gary Anondson	Yam
Smiley	Suz
T EX	
Russ Jenkins	Yam
Chuck Green	Yam
Mike Butler	Hon
T AM	
Reed "Valve"	Yam
Gene Stoops	Yam
Jim Delloplaine	Yam
JT NOV	
Fred Hunsinger	Yam
Gary Jones	Yam
David Woolmore	KTM
T EX	
Kelsey Darren	Yam
Pete Andelman	Yam
Don Kelser	Car
T AM	
Bruce Elery	Yam
Scott McConnehey	Yam
Don Grieve	Suz
T NOV	
Jeff Hammer	Yam
Art Guzman	Suz
Rick Davis	Yam
WOMEN	
Trudy Beck	Suz
Dawn Grant	Hus
AMATEUR	
June Elias	Yam
SR OPEN EX	
Art Knapp	HUs
Dick Camp	Yam
Bob Billyslad	Yam
SR OPEN AM	
Dick Burley	Hon
Hal Hallgraph	Yam
250 EX	
Jack Froelick	C-A
TRAIL EX	
Don Ogilivie	H-D
George McCellan	Yam
Willy Eveland	Yam

Live Oak Rwy.
High Point Awards
Yuba City, Cal.
July 31, 1976

MINI NOV	
Jimmy Souza	Yam
MINI AM	
Brad Emery	Yam
MINI EX	
Steve Vlahos	Yam
100 NOV	
Steve Nick	Suz
125 NOV	
Basco DeMello	Yam
125 AM	
Dave Coker	Yam
125 EX	
Chalma Roberts	Hon
250 NOV	
Ric Snook	Kaw
250 AM	
Ralph Winship	Hus
250 EX	
Jim Fisk	KTM
OPEN NOV	
Tim Shannon	Yam
OPEN AM	
Randy Winship	Hus
OPEN EX	
Delno Becker	KTM

TRA Short Track
Benton Lane Pk., Ore.
July 31, 1976
By Mary Butts

MINI BEG	
Clay Clark	Yam
Kyle Hengler	Hon
Bobby Myhrvold	Yam
MINI JR	
Barry Pelkay	Yam
Mary Simonsen	Yam
MINI EX	
Andy Bruhn	Yam
Brian Loeach	Yam
Dan Bennett	Hon
100 JR	
Pat Huska	Yam
Tom McCullum	Suz
Frank Williams	Hon
100 EX	
Andy Bruhn	Hod
Dave Moore	Yam
Bobby Skolaski	Yam
125 JR	
Randy Haberman	Kaw
Ron Henderson	Yam
Tony Overman	Yam
125 EX	
Scott Lancaster	Hon
Steve Copley	Yam
Tom Decoy	Hon
200	
Terry McCullough	Bul
Jamie Claussen	Yam
Bill McCormick	C-A
250	
Bob Mahr	Bul
Jon Gladman	Hon
Phil Harless	Bul
400	
Phil Harless	Bul
Steve Sweet	Bul
Steve Dolezal	Yam
750	
Phil Harless	Bul
Laverne Gave	Nor
Michael Fray	Yam
400 PRO	
John Wincewicz	Hon
Steve Dolezal	Bul
Brad Hurst	CZ
750 PRO	
Billy Oliver	Tri
Rick Oliver	Tri
Brad Hurst	Tri

U.S. Nat'l
Sidecar Champ.
Laguna Seca
Monterey, Calif.
Aug. 1, 1976

Larry Coleman/ Wendell Andrews	Suz
Craig Cox/Bill Davidson	Kaw
Wayne Lougee/ Gary Gipe	Hon
Tony Masella/ Bill Bryan	Hon
Walt Garnett/ John Stewart	Kaw
Rod Hudson/Bob Thompson	Suz
William Blau/ Jack Hart	Kaw
Pat Manske/Ken Parkington	Kaw
Vic Hudson/Rod MacKenzie	Suz
Rick Murray/ Roger Chase	Suz

SRA Speedway
Ventura, Cal.
Aug. 3, 1976

Ventura Sharks	40
San Bernardino	38
HANDICAP MAIN	
Tom Ferris	
Mike Bendy	
Jim Gresham	
DIV II MAIN	
Jeff Peltier	
Bob McLain	
Don Faulkner	
TOP SCORERS SHARKS	
Bobby Schwartz	14
Randy Marsh	7
Dave Sims	7
TOP SCORERS SIZZLERS	
Jim Fishback	13
Mark Cherry	12
Dean Furman	5

SRA Speedway
San Bernardino, Cal.
Aug. 4, 1976

San Bernardino	37
L.A. Irwindale	41
HANDICAP MAIN	
Tom Morley	
Mark Cherry	
Larry Kosta	
Grant Murray	
TOP SCORERS SIZZLERS	
Ron Preston	9
Mark Cherry	9
Larry Shaw	8
TOP SCORERS SPROCKETS	
Mike Bast	12
Gene Woods	12
Bruce Penhall	10

SRA Speedway
Costa Mesa, Cal.
Aug 6, 1976

Orange County	38
Bakersfield	40
HANDICAP MAIN	
Bryan Buffington	
Alan Christian	
Brad Oxley	
TOP SCORERS EAGLES	
Bill Cody	9
Bill Gray	8
Rick Woods	7
TOP SCORERS BANDITS	
Steve Nutter	12
Jeff Sexton	11
Dubb Ferrell	6
DIV II MAIN	
Roc Cowell	
Joe Red	
John Costahaude	

SRA Speedway
Irwindale, Cal.
Aug. 5, 1976

SCRATCH MAIN	
Bill Gray	
Bruce Penhall	
Mike Bast	
Steve Nutter	
HANDICAP MAIN	
Gene Woods	
Bill Gray	
Dennis Sigalos	
Bobby Schwartz	
Scott Sivadge	
Mike Bast	
FEATURE MATCH	
Gene Woods (over	
Scott Sivadge	
DIV II	
Kert Strommer	

Action Raceways
Redding, Calif.
July 31, 1976
By Lonnie Moore

MINI JR	
Bobby Moore	Ind
Donald Lucero	Yam
Ward Skalicky	Yam
100 JR	
Dale Castleman	Hod
Tim Mulvey	Suz
Dennis Griffitts	Hon
125 JR	
Joe Martin	Hon
Kevin Fuller	Hon
Dennis Cassidy	Kaw
250 JR	
Kevin Borror	Bul
Arthur Peacock	Hon
Les Risling	Bul
OPEN JR	
Ken Nickerson	Bul
Jim Siler	Hus
Bob Heikka	Suz
TURKEY	
Marc Twyman	Oss
125 INT	
Jim Howes	Hon
250 INT	
Rod Nordstrom	Hon
OPEN INT	
Randy Toreson	CZ

CANAM Pt. Standings
Gulf Coast Qualifiers
Aug. 2, 1976

125cc	
1. Shaun Kelley	36
2. Craig Knight	26
3. David Newberry	24
4, Bill Cummins	20
5. Dick Turnbo	15
6. Allen Pope	14
7. Sean O'Brien	9
8. Skeeter Cannon	9
10. Nick Cordova	9
11. Rodney Pesson	8
250cc	
1. Boyd Bass	32
2. Chuck Houston Jr.	21
3. Todd Gore	20
4. Perry Pittman	19
5. Charles Wiese	18
6. George Harris	16
7. Rey Longoria	13
8. Monte Anderson	11
9. Joe Harrison	11
10. Marty Luther	11
11. Chris Roark	100
OPEN	
1. Boyce Gholson	33
2. Charles Backus	25
3. Don Osborne	21
4. Fred Wilson	20
5. Richard Davis	16
6. Billy Hobbs	16
7. Joe Dawson	15
8. Jerry Waggy	15
9. Jay Mallard	13
10. Pat Duval	11
11. Doug Wright	9

AMA Dist. 20
Plano, TX.
Point Standings
First Quarter

MINI JR	
1. David Langley	70
2. Rodney Wiginton	48
3. Ernie Kerr	23
4. Eric Byrd	18
5. Ronnie Warman	12
6. Tommy Tomerlin	8
7. Tony Ayers	6
8. Todd Nance	4
9. Frank Mederios	1
MINI SR	
1. Steve Howard	34
2. Donald Tolbert	33
3. Chris Babcock	29
4. Dubby McAda	28
5. Clay Cauthorn	20
5. Charles Bethal	20
6. Mike Medley	8
6. Keith Oliver	8
7. Johnny McGee	7
100 NOV	
1. Brent Fletcher	80
2. Joel Maclaskey	37
3. Scott Danley	19
4. Ronnie Parker	18
5. Scott Tomlinson	16
6. David Sanders	9
7. Paul Spann	6
8. Eric Byrd	5
9. Jackson Morgan	4
10. Stanley Phillips	2
10. Richard Milano	2
100 JR	
1. Chris Powell	51
125 NOV	
1. Kyle Hughes	30
2. Mark Pederson	24
3. Randy Wallace	20
4. Jay Bowers	15
5. Mike Scarbrough	10
6. Jack Dossey	9
7. Terry Babock	6
8. Ken Backus	5
9. Tom Hetzen	4
10. Kelly McAda	2
125 JR	
1. Stan Smart	58
2. Laroy Montgomery	46
3. Chuck Tramel	34
4. Terrall Tolbert	25
5. Glen Cordova	20
6. Nick Cordova	10
6. Sonya Dawson	10
7. Greg Bonner	8
7. Mike Brownlee	8
8. Cary Tomerlin	7
9. David Maribo	4
10. John Patterson	3
125 EX	
1. Kurt Janish	49
2. Rubin Alonzo	39
3. Lukie Crow	16
4. David Maclaskey	15
5. Rick Riccardi	13
6. Eddie Coker	6
7. Todd Gore	4
250 NOV	
1. Roy McCullough	36
2. Bob Boone	35
3. Marty Luther	29
4. Joe Harrison	20
5. Jeffery Standifer	18
6. Ken Backus	10
7. Doug Garret	8
8. Lonnie Hale	6
9. Donnie Parker	3
250 JR	
1. Larry Wiginton	46
2. George Harris	29
3. Gary Gardner	25
4. Steve Shiffield	20
5. Rex Hise	16
6. Charles Wies	10
7. Alvin Whitehead	7
7. Charles Bratcher	7
250 EX	
1. Kurt Janish	50
2. Scott Beamis	34
3. Gary Parker	26
4. Randy Johnson	24
5. Mitch Milson	20
6. Jon Coffman	15
7. Perry Pittman	14
7. David Clark	14
8. Todd Gore	13
9. Rich Riccardi	7
OPEN JR	
1. Joe Dawson	25
2. Charlie Backus	21
3. Emmett Gibbs	19
4. William Hassell	13
5. Greg Bonner	10
6. Jonathan Kirby	8
7. Charles Bratcher	7
8. Jeff Gooch	6
9. John Patterson	5
10. J.B. Henry	5
OPEN EX	
1. Bryan Parker	26
2. Ruben Alonzo	20
2. Chris Keene	20
2. Mitch Milson	20
OVER 30	
1. Roy McCullough	39
2. Emmett Gibbs	28
3. William Hassell	13
4. Arley Williams	10

TROPHY PICKUP

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SRA TEAM

Speedway League Standing

National Speedway League Team Standings
as of August 2, 1976

TEAMS	W	L	Pct.	Matches Back
Bakersfield Bandits	21	7	.750	—
Los Angeles Sprockets	17	11	.607	4
Ventura Sharks	13	16	.448	8½
San Bernardino Sizzlers	10	17	.370	10½
Orange County Eagles	9	19	.321	12

LEADING SCORERS

Name	Matches	Rides	Pts. Total	Average
1. Mike Bast, L.A.	28	138	373	13.32
2. Bruce Penhall, L.A.	28	135	334	11.92
3. Dubb Ferrell, Bak.	28	134	314	11.21
4. Jeff Sexton, Bak.	28	128	280	10.00
5. Steve Nutter, Bak.	27	122	264	9.77
6. Jim Fishback, S.B.	21	97	203	9.66
7. Rick Woods, O.C.	25	117	235	9.40
8. Larry Shaw, S.B.	20	90	181	9.05
9. Bill Cody, O.C.	28	127	249	8.89
10. Bobby Schwartz, Ven.	29	132	254	8.75

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City State Zip

RESULTS

Old Timers MX
Carlsbad, Cal.
Aug. 1, 1976
By Dal Calais

MASTER	
Blackie Lewis	Mai
Marvin Olson	Mai
EXPERT	
Richard Lyons	—
Al Dennler	Mai
Norm Elledge	—
Cal Browning	—
AMATEUR	
B. Berdick	—
Arnie Adkinson	—
John Webb	Yam
NOVICE	
Jerry Steiner	Mai
Doyle Brown	—
Don Edlund	—
JOhn Thompson	Hon

Speedway Central
Hanford, Cal.
July 30, 1976

HANDICAP MAIN	
Jeff Peltier	
Ron Hardin	
Grant Salyers	
SCRATCH MAIN	
Jeff Peltier	
Grant Salyers	
Mark Tracy	
CHALLENGERS	
Bob Inman	
Mark Miller	
Larry Heddon	

CMC MX
Brentwood, Cal.
July 25, 1976
By T. Houser

MINI	
David Nicodemo	Hon
Gary Hutto	Hon
100	
Jim Lemke	Suz
Tom Worth	Yam
Gary Moyer	Yam
125 JR I	
Will Akers	Yam
Billy Leonheart	Hon
Mike Newman	Yam
125 JR II	
Rich Schumacher	Hon
Joe Bertran	Hon
Pat Bentley	Yam
250 JR	
Mark Lane	Hus
Pat Lane	Hus
John Handelin	Hus
250 INT	
Gary Gebhart	Bul
125 INT	
Steve Severns	Hon
250 EX	
Jay Harontunian	Suz
VETS & OT	
Bob Collins	KTM
OPEN JR	
Dave Carlson	CZ
OPEN INT	
Bob Collins	KTM
MINI	
Frank Hastings	Hon
Dave Houser	Yam
100	
Gary Moyer	Yam
125 JR	
John Dossey	Hon
Kirk Woods	C-A
Mark Long	Suz
125 EX	
Mike Miller	Yam
VETS	
Al Banta	—
250	
Rich Lavezzo	—
OPEN	
Tim Oehinger	KTM
Carl Kriedler	Pen
OPEN INT	
Brad Bergquist	Hon
Russell Daley	Suz
Bill Cherry	—
Tony O'Reilly	Hon

CMC Short Track
Chico, Cal.
July 24, 1976
By Patty Piston

100 JR	
George Irwin	Yam
Nick Jaconetti	Yam
EXPERT SEMI PRO	
Jim Hubbard	Yam
Chris Sauer	Yam
Mike Hall	Bul
125 JR	
George Irwin	Suz
Mike McAvoy	Yam
Bob Boeller	Yam
250 JR	
Bob Perry	Bul
Tom Gutzman	Bul
250 JR	
Rick Fodge	Yam
Bob Gibson	Bul
Daryn Spies	Yam
360 JR	
Randy Ybanez	Bul
Monty Heath	H-D
200 INT	
Mike McKee	Yam
Dan Fowler	Yam
250 INT	
Tom Cantrell	Bul
Maurice Merrill	Bul
250 EX	
Jim Hubbard	Yam
Steve Dietz	Bul
Mike Hall	Bul
360 EX	
Chris Sauer	Yam
80 MINI HANDI	
Mike Cagle	Yam
Doug Dorman	Yam
Rusty Elam	Yam
100 MINI HANDI	
Dirck Sauer	Yam
Jim Conger	Yam
Troy Cumming	Suz
200 HANDI	
Leon Fowler	Bul
Mike McKee	Yam
Tom Gutzman	Bul
250 HANDI	
Rick Fodge	Yam
Rick Schambler	Bul
Tom Cantrell	Bul
360 HANDI	
Dick Turner	Yam
Chris Sauer	Yam
Les Norton	Bul

Carbon Emery
MC Assn. MX
Price, Utah
July 18, 1976
By Dorde Woodruff

MINI B (7-11)	
Chris Lewis	Yam
Larry Davis	Yam
Harvey Howard	Yam
MINI B (12-15)	
Steve Clark	Yam
Ken Ulibarri	Yam
Mark Gren	Yam
MINI A (7-11)	
Brad Frampton	Yam
Brent Smith	Yam
Steve Leidberg	Yam
MINI A (12-15)	
Brent Myers	Yam
Kent Knox	Yam
Tim Salt	Yam
100 NOV	
Frank Juliano	Yam
Randy Thomas	Suz
Brad Capbel	Yam
125 NOV A	
Jim Buzianis	Yam
Randy Buzianis	Yam
Doug Barrus	Suz
125 NOV B	
Brent Butterfield	Yam
Jeff Clawson	Yam
Bruce Boyd	Hon
125 AM	
Gary Spainhower	Hus
Bob Powell	Yam
Dale Bohm	Yam
125 EX	
John Greenway	Hon
Jim East	Hon
Stan Wynhof	Hon
250 NOV	
Boyd Motensen	Hon
Brent Lawson	Mon
Trent Garcia	Suz
250 AM	
Kyle Davis	Yam
Rick Sheets	Yam
Dominic Oliveto	Suz
250 EX	
Robert Howard'	Yam
Don Gibbs	Mon
Scott Gerber	Bul
OPEN NOV	
Gaylon Atwood	Yam
Mark Migliaccio	Yam
Bill Powell	Yam
OPEN AM	
Mont Anderson	Yam
Jody Seal	Suz
John Dialogue	Suz
OPEN EX	
John Greenway	Hus
Ryan Christiansen	Yam
Carlos Escandon	Mai

Norcal MX
Dixon, Cal.
July 25, 1976
By Steve Castillo

100 JR	
Kent Woods	Suz
Dewayne Sweet	Suz
Ron Brown	Yam
MINIS	
Jim Rich	Hon
Gary Plootje	Yam
Bob Apendale	Yam
OLD TIMERS	
J. Ramey	—
VETS	
Merill Rempfer	Kaw
Earl Rempfer	KTM
125 JR DIV I	
Jeff McCapes	—
Dennis Stolp	Yam
Kent Woods	Suz
125 JR DIV II	
Bill Richina	Yam
Willie Cambey	Hon
Brian Ballard	Suz
125 INT	
Ray Spare	Yam
Danny Willis	Yam
David Leet	Hon
250 JR	
Lee Miller	Bul
Shane Ramey	Hon
Chuck Ferry	Yam
250 INT	
Chuck Mueller	Hus
500 JR	
Glenn Hunt	Yam
500 INT	
John Belliciti	Yam
Paul Rustin	Mai
PRO CLASS	
Bill Johnson	Yam
Neal Snarr	Yam
Clyde Lawler	Suz

Action Raceways MX
Redding, Cal.
July 24, 1976
By Lonnie Moore

PEE WEE	
Jeff McKenna	Hon
MINI JR	
Brian Pearson	Ind
Bobby Moore	Ind
James Boyd	Yam
100 JR	
Dale Castleman	Hod
Scott Dorman	Yam
Kevin Heino	Yam
125 JR	
Don Bramlett	Hon
Greg Tagge	Suz
Brent Krick	Yam
250 JR	
Kevin Borror	Bul
Keith Tabb	Suz
Don Kirkpatrick	Mai
OPEN JR	
Jim Siler	Hus
Larry Hampton	Bul
250 INT	
Rod Nordstrom	Hon
Mike Carlson	Yam
OPEN INT	
Donnie Brown	Yam
Glen McNeely	Mai
TURKEY	
Roger Arnold	Mai
125 EX	
Eric McKenna	Hon

Corona Flat Track
Corona, Calif.
July 28, 1976

MINI	
Pete Hames	Yam
Kirk Johnson	Yam
Chris Gables	Yam
MINI	
Rodney Rainey	Yam
Jim Livingston	Hon
Danny French	Yam
125 NOV	
Steve Karsten	Yam
Kirk Johnson	Yam
Chuck Bittle	Yam
250 NOV	
Mark Butler	Bul
Terry Singleton	Hon
Don Blake	Hon
250 EX	
Greg Zehner	Yam
Cliff Mathew	C-A
OPEN NOV	
John Walls	Yam
Vic Hensley	Yam
Don Blake	Hon
OPEN AM/EX	
Dave Peters	Tri
Cliff Mathews	C-A
Fred Conover	Kaw
OPEN EX	
John Allison	Yam
MONEY	
John Allison	Yam
Jeff Allison	Yam
Earthie Nay	Kaw
HALF MILE	
MINI	
Pete Hames	Yam
Darren Hulbert	Yam
Kirk Johnson	Yam
MINI	
Jim Livingston	Hon
Rodney Rainey	Yam
Danny French	Yam
125 NOV	
Todd Brown	Yam
Steve Karsten	Yam
Kirk Johnson	Hon
250 NOV	
Paul McPherson	Yam
Mark Butler	Bul
Terry Singleton	Hon
250 EX	
Greg Zehner	Yam
Tad Willes	Yam
David DeTemple	Yam
250 TWIN	
Stan Kinsey	Yam
Ruben Malaguarnera	Yam
Randy Bird	Hon
OPEN AM	
Dave Peters	Tri
Fred Conover	Kaw
Vic Hensley	Yam
OPEN EX	
Eddie LawsonrYam	
Rick Warren	Yam
Ruben Malaguarnera	—
OPEN EX MONEY	
Eddie Lawsor	Yam
John Allison	Yam
David Harris	Yam

CRC/NMA MX
Indian Dunes
Valencia, Cal.
July 28, 1976
By Laszlo

JR CYCLE	
Kurtie Hendrickson	Ind
Mike Kiderowski	Ind
MOD	
Roy Smith	Hon
Ricky Rodriquez	Hon
Timmy Tomaselli	Ita
83 STK NOV	
Jim Harley	Yam
Doug Gentry	Yam
Kurtie Hendrickson	Yam
12 +	
Shon Little	Yam
Alex Jud	Yam
Jeff Airey	Yam
83 MOD NOV	
Nick Athans	Yam
Bobby Nelson	Yam
Jim Busby	Yam
12 †	
Tony Barbacovi	Yam
Omar Greco	Yam
Todd Bausch	Yam
INT	
David Baker	Yam
Blake Reynolds	Yam
Eric Kehoe	Yam
EX	
Chris Heisser	Yam
A.J. Whiting	Yam
Matt Whiting	Yam
100 INT	
Jim Cote	Suz
Steve Randall	Suz
125 BEG	
Don Patterson	Yam
John Croskery	KTM
Mike Owen	Yam
125 NOV	
Tom Poage	Yam
Mark Casper	Yam
John Clares	Suz
125 INT	
Jim Sendlbach	Yam
Jim Dodge	Yam
Donald Draskovich	Hon
125 EX	
Willy Simons	Yam
Evan Marcus	Hon
Mike Mossman	Hon
250 BEG	
Steve Dale	Suz
John Grubbs	Suz
Brian Bogdanich	Suz
250 NOV	
Gary Garcin	Suz
Steve McVicar	Suz
Bob Bell	Yam
250 INT	
Kurt Bledsoe	Suz
Ben Schillaci	Mai
250 EX	
Hal Strauss	Mai
Bruce Berger	Bul
OPEN BEG	
Tracy Lewis	Yam
Bob Perez	Mai
Mark Dale	Yam
OPEN NOV	
Jackson Rogers	CZ
OPEN INT	
Randal Reece	Suz
OPEN EX	
Dave Hensche	Mai
Charles Fector	Mai
Andy Jennings	Mai
VETS	
Herb Harper	Suz

CMC MX
Irwindale, Cal.
July 30, 1976
By Tom Blattler

MINI JR	
Mike Brown	Yam
John York	Yam
Ryan Eide	Yam
MINI JR	
Dede Cates	Yam
Dale Dugger	Yam
Kevin Bowman	Hon
MINI EX	
Rex Smith	Yam
Rick Atkins	Yam
Kevin Irabarren	Yam
100 JR	
Rick Davis	Yam
Mike Jones	Yam
Randy Bohorquez	Suz
125 JR	
Bob Lumley	Yam
Jim McIntosh	Hon
Hayward Flint	Yam
125 JR II	
Doug Foster	Yam
Butch Roberts	Yam
Scott Williams	Yam
125 JR DIV III	
John Parrish	Yam
Chuck Warren	Yam
Steve Whaley	Hon
125 INT	
Mitch Musgrave	Hon
Frank Pilato	Hon
Bob Ross	Hon
250 JR	
Scott Kinner	Yam
Steve Jaramillo	Suz
Dan Hilger	Hus
250 JR	
Walt Olson	Suz
Kevin Olson	Suz
Rick Becker	Bul
250 INT	
Kirk Waymire	Suz
Paul Sedler	Suz
Jeff Wiedeman	Suz
500 JR	
Dan McCord	Yam
Dave Servais	Yam
Don Henderson	Kaw
500 INT	
Rocky Caswell	Mai
Keith Beck	Mai
Corey Rudloph	Yam
125 PRO	
Mark Lawrence	Yam
Mark Tyer	Hon
Dave Pessy	Hon
250 PRO	
Jeff Vidic	Mai
Mark Lawrence	Suz
Val Tamietti	Mai
500 PRO	
Luke Messer	Mai
Jim Lowe	Hon
Trent McGree	Mai

Texas Championship
MX Series Race 5
Houston, Tex.
July 25, 1976
By Mark Knowles

MINI BIKE JR	
Mike Dickey	
Jay Zea	
David Scritchfield	
Terry Teney	
MINIBIKE SR	
Kevin Jones	
Jerry Surber	
Terry Nall	
Phillip Hohle	
OVER 30	
Russell Allen	
Ed Terrell	
Craig Carlisle	
Earl Cherry	
100 AM	
Alan Spry	
Tommy Cureton	
Kent Stiles	
Barry McClish	
125 AM	
Ben Darnell	
David Greenshield	
Greg Turnman	
Walter Lopez	
125 INT	
Dennis Bishop	
Andy Howard	
Ron Kunz	
Kevin Hawk	
125 EX	
Steve Schramm	
Morris Baker	
Mel Newman	
Glen Urquhart	
250 AM	
Larry Tallass	
Jeff Scates	
David Kinsey	
Marvin Hester	
250 INT	
Jimmy Halloway	
John Bishop	
Clifton Pennington	
Robert Poor	
250 EX	
Rlaph Babin	
David Taylor	
Bobby Guidry	
Wyman Priddy	
OPEN AM	
Scott Smith	
Jimmy Frye	
Kurt Stiles	
Benton Wofford	
OPEN EX	
Roger Brown	
Gene Durham	
Darrell Hollingshead	
Billy Click	

Sat. Saddleback MX
Orange, Ca.
July 31, 1976
By Danny Raymond

125 PRO	
Bruce McDougal	T&M
Kurt Sofka	Yam
Pete Wanket	Hon
250 PRO	
Jeff Vidic	Mai
Tomonasu Toshiuara	Yam
Jeff Browning	Mai
OPEN PRO	
Bryar Holcomb	Mai
Luke Messer	Mai
Tom Claire	Suz
Richard Collins	KTM
250 BEG	
L. Lutz	Mai
Ron Ewanchew	Mai
Bruce Mattis	CZ
OPEN BEG	
Tim Hetchox	Yam
Jaime Brode	Bul
125 BEG	
Richard Kamer	Hon
Greg Burgerson	Suz
Dave Spreen	Kaw
250 JR	
Dean Adkins	KTM
Ken Ferker	Mai
Dan Burhart	Mai
MINI EX	
Dallas Robello	Yam
Chris Heisser	Yam
MINI BEG	
John Galea	Yam
Peter Lepp	Yam
MINI JR	
John Hatley	Yam
MINI INT	
Sam Storer	Yam
Chris Morey	Yam
100 BEG	
Mike Rep	Yam
Jon Kamael	Hon
125 JR	
Authur Shoji	Suz
Danny Wertergoand	Suz
Rick Stupin	Yam
125 INT	
Bret Catcott	Hon
Dave Dickerson	Hon
Dan McLeod	MM
250 INT	
Wayne Smith	Mai
Mike Godfrey	Kaw
Jeff Lewey	Suz
OPEN INT	
Mike Hamel	Mai
Ted Schaefer	Mai

South Bay Speedway
San Diego, Cal.
July 31, 1976
By James Brammer

SCRATCH MAIN	
Larry Kosta	
Brad Oxley	
Steve Lewotsky	
HANDICAP MAIN	
Steve Lewotsky	
Brad Oxley	
Pat Guthrie	
MATCH RACE	
Larry Kosta	
Bryan Buffington	
DIV II MAIN	
Frank Bollinger	
John Saunderson	
Dennis Stewart	
JR SPEEDWAY	
Louis Kossuth	
Randy Bennett	
Jim Richardson	
SCRATCH CONSOL	
Pat Guthrie	
Dave Brewer	
A.G. Thislewaite	
HANDICAP CONSOL	
Larry Kosta	
Rick Huckans	
A.G. Thistlewaite	
DIV III CONSOL	
Jim Holt	
John Lock	
Paul Huffman	

South Bay MX
San Diego, Cal.
July 28, 1976
By James Brammer

125 PRO	
John Tessitore	RR
Steve Bartley	Hon
Ted Weeks	FMF
250 PRO	
Mike Tripes	C-A
Mike Stearns	Hus
Steve Blackman	Bul
500 PRO	
John Cardoza	Suz
Kenny Frost	Suz
Marty Moates	Suz
MINI EX	
Scott Burnsworth	Yam
Mike Cady	Yam
Scott Meyer	Yam
MINI JR	
Scott Brady	Yam
Alan Horrall	Yam
Scott Hamilton	Yam
100 JR	
Tom Holland	Suz
Matt Hope	Hon
Dan Worley	Suz
125 INT	
Tony Gomez	Hon
George Speck	Yam
Rick Wade	Hon
125 JR DIV I	
Scott Burnsworth	Yam
Joe Holt	Hon
Jeff Pruett	Suz
125 JR DIV II	
John Sotelo	Yam
Steve Gall	Yam
Buster Anderson	Yam
125 JR DIV III	
Chuck Meyer	Yam
Don Mitchell	Hon
Darin Simmerman	Hon
250 INT	
Robert Cooper	Mai
Tony West	Suz
Mike Moore	Mai
250 JR DIV I	
Charles Trent	Suz
Mark Peters	Yam
Brian Webster	Mon
250 JR DIV II	
David Fisher	Kaw
Robert Stone	Suz
Ken McClendon	Hus
500 INT	
Jack McCormick	Suz
500 JR	
Kevin Nevinger	Yam
Jim Valov	Mai
Perry Butler	Yam

Ross Downs ST
Colleyville, Tex
July 23, 1976
By Dave Nielsen

85cc	
David Langley	Yam
Roger Schellenberger	Yam
Buryman Patton	Yam
100cc	
Kevin Brunson	Yam
Williams	Yam
Huckabee	Hod
125	
Jeff White	Yam
James Carroll	Yam
Charlie Orr	Yam
250 TROPHY	
Jack Mounts	Bul
Terry Newman	C-A
360 TROPHY	
Mark Niemi	Yam
Bobby Goodin	Bul
Neil Jones	Yam
250 MONEY	
Steve Gulledge	Yam
Bobby Elliot	C-A
Rusty Patillo	Bul
Bobby Goodin	Bul
360 MONEY	
Freddie Spencer	Bul
Barry Patrick	Yam
Rusty Patillo	Bul
Mike Green	Bul
OPEN MONEY	
Freddie Spencer	Yam
Steve Gulledge	Tri
Mike Green	Nor
Odell Davis	Yam

Texas Championship
MX Series Race 4
July 18, 1976
By Dave Neilsen

MINI JR	
Mike Dickey	Yam
Ronnie Warman	Yam
Darren Burns	Yam
Terry Tinney	Yam
David Scritchfield	Yam
Michael Null	Yam
MINI SR	
Kevin Jones	Yam
Billy Grubb	Yam
Kyle Landrun	Yam
Tony Nielsen	Hon
Jerry Surber	Yam
Timmy Butler	Yam
100	
Alan Spry	Yam
Tommy Cureton	Yam
Joe Schroeder	Suz
Steve Cardwell	Hon
Markk Gulliver	Yam
Mike Walcott	Suz
OVER 30	
Russell Allen	Mai
Ed Terrell	Yam
Earl Cherry	Hon
Mac McKinley	Hus
Bill Law	Hon
Jerry Darnell	Hus
125 NOV	
John Henrix	Hon
Roger McKenzie	Suz
David Greenshill	Pen
Malcolm Vincent	Hon
Rick Gore	Suz
Mike Lagaza	Hon
125 INT	
Neill Cooper	Suz
Kevin Hawk	Yam
Billy Harrison	Hon
Russell Powers	Hon
Andy Howard	Hon
Gary Tomerlin	Yam
125 EX	
Dicky Turnbo	Yam
Mel Newman	Suz
Morris Baker	Hon
Shaun Kelley	Yam
Ruben Alonzo	Hon
250 NOV	
Kevin Wingerson	Yam
Joe Clifton	Suz
Jeff Rhodes	Hus
Bobby Kramer	Bul
Robert Woodward	Hus
Randy Traywick	Hon
250 INT	
Cliff Pennington	Bul
James Copppedge	Yam
Tim Holloway	Suz
David Gigax	Suz
Wayne Eskew	Hon
Brian Wilson	Pen
250 EX	
Gene Durham	Pen
Dicky Turnbo	Hus
Randall Tarter	Bul
Glen Urquhart	Yam
Roger Brown	C=A
OPEN INT	
Jimmy Frye	Suz
Benton Wofford	Bul
Rodney Corporron	Suz
Henry Pena	Suz
Scott Smith	Pen
Tim Maccaskill	Suz
OPEN EX	
Randall Tarter	Bul
Roger Brown	Yam
Gene Durham	Pen
Jerry Symank	Suz
Darrell Hollingshead	Hus

CENTRAL PIPELINE

Austin Motocross Park's 250 Experts get a hosing from holeshot artist Dicky Turnbo. (Inset) Vicious downhill whoops nail 250 Novice Mark Nardin.

Texas MX Championship -Austin MX Park

Story & photos by D.H. Neilsen

AUSTIN, TEX., JULY 18

After an unfortunate postponement of stop number four of the annual Texas MX Championship Series last week, Austin Motocross Park dug out from flooding rains and hosted a good, though week-late race for over 300 statewide entries.

Killeen's Dicky Turnbo and his YZX Yamaha wrapped up the title in 125 Expert with a sweep of today's motos, while Penton Central's Gene Durham of Albuquerque is going to be hard to catch in 250 and Open Expert, unless he drops everything at next Sunday's Series finale at Houston's Rio Bravo Park. The New Mexican continues enthused over Texas riders and tracks, tagging the Lone Star state "a racer's paradise."

More than any other one factor, overall outcomes for the day were determined by crashes and resultant pile-ups, mainly in the first turn. It was 180 degrees affair, and with soft sand jerking front wheels around, nearly every start saw an aftermath of riders cranking to get back in the fray.

And more than any other rider, Dicky Turnbo took the holeshot in his every start, as the aspiring pro gains more of that essential confidence each week. Although he dropped a double class win and his Husky while leading the 250 Expert second moto, in effect handling first to Durham, Turnbo shot around turn one of the 125 class final round just ahead of a massive crash that collected all the competition of the first moto.

Mel Newman, Shaun Kelley, Louis Presley, Ruben Alonzo, and half a dozen more bit the dust cussing and kicking, leaving only Morris Baker to shadow the skinny kid on number 19. It turned into one of the hardest fought lead races of the day, a two man bout, while Newman, Kelley, and Alonzo knifed back up through the pack. Baker moved in time and again, putting a solid wheel into Turnbo once on the last lap, but couldn't displace the Yamaha and took a moto second at the checkers to place third overall behind Newman, who turned in the class' quickest times all day, only to be aced out on both starts. Kelley and Alonzo recovered also for fourth and fifth for the day.

In Intermediate class action, D-FW area racers handled the openers in 125 and 250 divisions; Kevin Hawk and Brian Wilson, respectively, but were both set back in their finals.

Neill Cooper racked up a huge lead off the start to sail to the 125 win, while Wilson's 250 effort ended in a fall as Corpus Christi riders Cliff Pennington and Jim Coppedge advanced to first and second overall. Series point leader Dennis Bishop, as it turned out, should have stayed in bed in Dallas. His 125 YZ's grabbing clutch caused two false starts and he was turned backwards on the line in that class. In the 250, his Bultaco had transformed to a Husky, and only ran about fourth before it quit entirely.

The Benton Wofford-Jimmy Frye show continued in Open Intermediate, and Frye maintained a slight Series edge on Wofford by forging the lead from both rounds.

The shocker in Open Expert was Randall Tarter of Euless, virtually unknown outside his Mosier Valley-Whitney stomping grounds. The former Bultaco-now-Arlington Suzuki rider turned the tide with 1-2 finishes, while challengers Roger Brown and Gene Durham spent much of their motos regaining fall-lost ground. Durham won the second moto, but a fifth from the first placed him third overall under Brown.

The two minibike class riders persevered, but again got long looks at the back ends of Junior Mini whiz Mike Dickey and Senior Mini's Kevin Jones, both aboard Yamahas

100 Novice class Series contender Joe Schroeder had the day's victory wrapped up, running second with a half lap to go, when race leader Don Burns went down in the vicious over-the-hill whoops and Schroeder endoed over the wreckage, restarted, but lost to Alan Spry and Tommy Cureton.

The track was neat and well prepped, and most of the day's vibes were good save for that killer first corner. Some commented that trophies were rather puny, especially for a Texas Series meet.

Promoter Lee Biggart has a good thing going at Austin MX Park, and with a little ironing of details, such as knowledgeable caution flaggers, he'll have a first-rate race place for Central Texas. ●

MX Championship -Rio Bravo

By Mark Knowles

HOUSTON, TEXAS., JULY 25

Broken wheels, flats, and multi-bike pileups were the order of today's racing as riders from all over the state drug their tired bikes and bodies to the final of the five race Texas Championship Series. Today's race was hosted by Rio Bravo, site of the upcoming 125cc National.

Surprisingly, the 125 Expert class turned out to be the most boring of all the Expert classes. Local Steve Schramm burst away from the starting gate into first place to simply outride everyone else in both motos. Keith Duffy, Glen Johnson, Barry Duncan and Mark Pledger, as well as others, attempted to match Schramm's pace, but encountered problems and dropped from the top positions. Second went to Morris Baker as pre-race favorite Mel Newman was held to third.

Over 35 riders started the first 250 Expert moto but less than half were around to finish the second moto as bad luck struck the top leaders. The first moto started with Glen Urquhart pulling the holeshot and wheelieing away as Wyman Priddy and Gene Durham continued their weekly dice in second while former car jumper Gary Wells struggled to hold fourth. Urquhart was well on his way to victory when his chain broke, giving first to Durham with Priddy second. Wells quit after doing a really spectacular endo, moving Roger Brown, on the move after a first turn crash; into third place followed by Ralph Babin.

Start of the second moto was an Urquhart repeat as he once again burst ahead of the larger yet slower machines with Priddy and Durham at it again with Roger Brown in fourth. These positions remained for several laps until bad luck came down heavy on the leaders. Within four laps Urquhart had crashed out of the race, Durham got a flat and retired, and Brown broke his front wheel. Priddy seemed to have victory in hand until developing a flat on the last lap and faded to sixth.

Babin came on to win the second moto with David Taylor and Bobby Guidry following at the checkered. Babin took the overall win as second fell to Taylor while Guidry edged Priddy for third place cash.

16-year old Roger Brown rolled his new 400 KTM to the startling line with confidence that paid off with the Open Expert victory. He won both motos with flawless rides that are small hints of large things to come from this talented youth.

Keith Duffy led the opening laps of both motos, but joined Wyman Priddy and a gang of others who were forced to retire early. Gene Durham remained reliable and consistent, giving KTM the top two spots with a 3-2 second overall placing. Darrell Hollingshead made the long drive from Dallas pay off with third place cash as Billy Click filled out the top four. ●

Whitney hill full of surprises

By Diane Polley

WHITNEY, TEX., AUG. 1

In several classes the regular winners were nowhere to be found at the end of the day or at least they were back in the pack. The riders all had one opinion of the 240 foot Lake Whitney hill. George Carlisle summed it up best when he said that it was so loose and dry that it was slippery.

The women in the Powder Puff class have had a new threat come on the scene lately. Even though nine-year old Jackie Almond is still riding in the Mini Mini class, they are really watching her. Among others, Jackie beat out her older brother, David, with a first place ride of 190 feet. One of the women told her to not start riding the Powder Puff class until she quit riding.

Linda Wilhite finally beat Teresa Provazek, the usual first place winner in the Powder Puff class. Linda turned in a fine ride of 9:04 seconds on her second try to barely edge Teresa out of first.

It seems as if the Wilhite couple had either put a jinx on everyone in their classes or had found some magic potion. On his very first run in the 500 class, Wayne Wilhite set a time of 6:94 seconds that stood all day for first. Just to prove that it was not a lucky shot he came back with a 6:99 on the next try.

The other class to come up with an upset was the 250. On his first time out on a 250 Bul, Sunny Holmes left everyone behind with a 6:80 second run.

In the King of the Hill Championship race things got a little more interesting when Tom Hairston picked up his second overall of the year. He set a time of 6:33 seconds for the win. There are now three contenders for the title; Gary Chandler is in the lead with four wins, followed by Mike Jones with three and then Tom. Mike and Tom both ride 1000 Triumphs exclusively, but Gary won three times on a 750 Triumph and once on a 500 Yamaha. •

Results in Results Section.

Texas State Trials Championship-Kessler still No. 1

By Jay Decker

DALLAS, TEX., JULY 5

Kawasaki's Eddy Kessler ran off with the Texas State Trials Championship for the fourth consecutive year. This year's North Texas Trials Association series counted the best three out of four events and Eddy pulled solid first places in the first three rounds. Kessler had an eight point lead after round one; out-pointed second place by 13 points in the second event; and all but cleaned the third round with a five point total.

The battle for runnerup honors came down to the wire. Bultaco riders Tom Batchelor, Mark Webb and David Johnson were within a point of each other prior to the final round at Odessa. Kessler, having wrapped up the No. One plate, sat out the final event, attending a two-day event in Oklahoma City.

For either Batchelor or Webb to get Texas No. Two, they needed a win. For Johnson, a second would give him the honor. But David had a rough day, dropping to fifth which placed him in fourth in the final series listings.

The win in West Texas went to Batchelor with a 15, ahead of Webb's 17. They both finished the series with 71 scores.

Plaques in the shape of Texas were given to the top ten riders and the top 15 received a number plate with a state emblem and their respective finishing position on it.

The series was put together by Tom Batchelor and he along with the NTTA, STTA, CTTA and WTTA deserve praise.

The pride and joy of New Mexico, Gene Durham.

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WINNERS THIS WEEK

7-31-76 Bryan Edwards — 1st place 125cc Intermediate MX — Sprockets Park, Bakersfield
7-31-76 Bryan Edwards — 1st place 250cc Intermediate MX — Sprockets Park, Bakersfield
7-31-76 Ernie Shaw — 1st place 250cc Old Timers MX — Sprockets Park, Bakersfield

JOIN THE CAN-AM WINNERS LIST AT THESE LOCATIONS:

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PALMDALE HARLEY-DAVIDSON
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Palmdale, CA
805-273-0423

MOTORCYCLE RACING SPECIALISTS
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San Clemente, CA
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125 — 250 — Open
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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

August 11-12

SAN JOSE POLICE OLYMPICS
Carnegie Cycle Park, Livermore, Calif. Prac. Wed., race Thurs. Motocross. 408/286-8030.

August 12

SRA & NSL SPEEDWAY
Irwindale Rcwy., Irwindale, Calif. Starts 8 pm. Home of Los Angeles Sprockets. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334-4949.

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

CMC NIGHT MX
Fremont Raceway, Fremont, Calif. Gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. All classes + OT & Women, minis. Entry $6. 166% Ex. p.b., 30% brass. $3000 med. ins. 415/881-1039, 278-4269.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

August 13

AMA TT SCRAMBLES
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, National Amate[illegible] Championship. [illegible]nwestern Region, D-35, D-36, D-37, D-38, D-26, D-25, D-31, D-31. Starts 8 pm. Entry $15. Top 8 invited to National. 602/274-5724.

CANCELL

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92 70. 714/657-3678, 657-8917.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

R.A.C.E. MX
Corona Raceway, Corona, Calif. Fwy. 91 to Pierce St. 6 pm prac., 7:30 pm race. Entry $5. 200% p.b. to Ex., 30% brass. 714/735-1705.

AMA CLASS A SPEEDWAY
Cal-Expo Raceway, Sacramento, Calif. $1200 purse. $3 adm.

August 14

OLD TIMERS TT
Perris Raceway, Perris, Calif. Gate open 5 pm. Entry $4 + gate. 5th annual old timers get together. 714/657-3678.

SHORT TRACK
Benton Lane Park, Juct. City, Ore. N of Eugene, Ore. to Jct. City, W on 99W to Park. Prac. 6, race 7. Entry $4 Am/$6 Pros. Up to 400cc & Open. 503/998-8472.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Creek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

D-36 AMA SHORT TRACK
Pioneer Rodeo Grnds., Oakdale, CA. Races 7 pm. $3.50 to ride. Semi Pro $3.50 gate, $2.50 signup. 100% p.b. + $25 added to Ex. class. Oakdale MC. 209/658-1457.

ELSI[illegible]RE TT
[illegible]sinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

CENTRAL

AMA DIRT TRACK QUALIFIER
Buffalo Park Speedway, Carrollton, TX. Pits open 6 pm, prac. 7:30 pm, race 8:45. Track 2 mi. W of I-35 on Beltline Rd.

August 14-15

TEXAS NOVICE CUP 2-DAY OBS TRIALS
Hwy. 360 & Pipeline Rd. Btwn. Dallas & Ft. Worth. Find new D/FW airport & go S on Hwy 360, 1 mi. Entry $5 per day. Starts 10:30 am Aug. 14; 9:00 am Aug. 15. Special 2-day event for Novices only. North Texas Trials Assn., 1208 Brownwood, Louisville, TX 75067. 214/436-6151, 337-8656.

August 15

AMA HILLCLIMB
Carnegie Cycle Park, Livermore, Calif. Sign up 8 am, start 11:30 am. Entry $5. Open Exhibition at end of event. Campbell MC. 408/251-3331.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. All classes minis & gals welcome. 30% same day brass. Cash to Ex. $3000 med. ins. Gate open 7 am, race 9:30. Entry $7 Sptsm., $10 Ex. 213/830-7519.

D-37 HARE SCRAMBLES
Sidewinder Rd.-Stoddard Valley. Limed from Victorville to Sidewinder Rd on Barstow Fwy. 3-20 mi. loops. Beg. go 1 loop. Start 9 am. Entry $7. Sat: Kiddy race, 3 pm. Rescue 3, benefit donation $2.25. Bunch of brass, contingencies. 100's MC. 213/339-6988.

MOTOCROSS
Edwards AFB, corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond, Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9 am. Entry $6, Ex. $8. Gift cert. or cont. prizes to Ex., same day brass to others. Watch free. Desert Wheels MC. 805/258-4250.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Ca. Sign up 6:30 am — race 9 am. Entry $6/$11 Pros. 100% p.b., 30% brass. $4000 rid. ins. Free camping. 805/937-6171.

TT SCRAMBLES
Toledo Jct., Oreg. 2 mi. N towards Siletz on Hwy. 229 from US Hwy. 20. Follow signs. Sign in 10 am, prac. 11, race noon. Entry $4. Mini-Open classes. Gate open Sat. night for overnights. Mt. Baker Racing Team. 503/336-3587.

AMA MOTOCROSS
S.O.H.V.P. (formerly McGills). From Sacramento, take Hwy. 50 toward Placerville, turn S on Prairie City Rd. R on White Rock Rd. to Park. Gate open 6 am, race 9 am. Entry $8/$15. 100% Ex. p.b. Overnight camping. 916/961-1211.

D-36 SEMI PRO QUARTER MILE
Salinas Airport, Hwy. 101 & Airport Blvd., Salinas, Calif. Minis. 100% p.b. to Ex. Starts 11:30 am. Entry Nov/Jr $3.50. Ex. $6. 408/899-2401, 394-8225.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

D-36 ERUO SCRAMS
Prison Hill, Carson City, Nev. Summer 8 week Hi Point series. Semi Pro p.b. Minis, OT, PP brass all classes. Sign up 6:30, prac. 7:30, race 9 am. Entry $9/$15 Ex. $3000 med. ins. R TEAM, 6325 Blackwood Dr., Sun Valley, Nev. 89431. 702/673-1124.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy. Hwy. 101 or I-80 to Hwy. 37, then to Hwy. 121 turnoff to Sonoma. Gate 5 at Rcwy. Gate open noon, race 1 pm. 707/938-8448.

D-37/38 MX
Carlsbad Rcwy., Carlsbad, Calif. Start 9 am. Entry $7. Ex/Am & Women sign up 7 am, race 9 am; Nov sign up 10 race after Ex. No minis, no Srs. no payback. Dirt Bike Promotions. 714/560-0426.

AMC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. Gate open 7 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass. 100% Pro p.b. 714/581-2778.

AME MOTOCROSS
Camarillo Airport, Camarillo, CA. W on Ventura Fwy. to Los Posas, S to Pleasant Valley Rd., W to Wood Rd., N to airport & track. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry Sptsmn $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. 30% brass. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

DRA EUROPEAN SCRAMBLES
Limed from Adelanto, Calif., Hwy. 395, L side to 7 mi. N. Start: 0-200 Beg/PP Beg/Minis-8 am; 250—Open-Sr Beg-9 am; 0-200 Nov/Sr Nov/PP Nov-10 am; 250 & Open Nov-11:15 am; Am/Ex-12:30 pm. $415 purse, 20% brass. $3000 med. ins. 714/373-4647.

SEMI PRO CMC MOTOCROSS
Sandhill Ranch, Box 143 C, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. Entry $8/$15. 100% Ex. p.b., 30% brass. 415/634-3328, 687-2159.

ECRA MOTOCROSS
Escape Country, Trabuco Cyn., CA. 714/581-6400.

CENTRAL

MOTOCROSS
Vadito, New Mexico, 21 mi. E of Taos on Hwy 3, ½ mi. pass Int. of 3 & 75 from Penasco. Start 11 am. Entry $6/$5. Giant brass, grass covered track. Camping, fishing. Sat. prac. 4 pm-6:30 pm. PO Box 207, El Prado, New Mexico 87520. 505/758-2117, 758-2421, 587-2240.

SRAC TT
Pueblo Motorsport Park, Pueblo, Colo. W on Hwy. 50 to Pueblo Blvd., S 200 yds., turn R. Start 1:30 pm. Entry $5/$8. Colorado Dirt Riders Productions. 303/542-3009.

August 19

SRA & NSL SPEEDWAY
Irwindale Rcwy., Irwindale, Calif. Starts 8 pm. Home of Los Angeles Sprockets. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334-4949.

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

CMC NIGHT MX
Fremont Raceway, Fremont, Calif. Gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. All classes + OT & Women, minis. Entry $6. 166% Ex. p.b., 30% brass. $3000 med. ins. 415/881-1039, 278-4269.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

August 19-22

SCORE WORLD OFF ROAD CHAMPIONSHIP
Riverside Int'l Raceway, Riverside, Calif. $60,000 guar. cash purse. $118,000 in contingencies. Entry fee: $200. Pd. entries by Aug. 9. $100 late fee after that. For info & entry: SCORE International, 20944 Sherman Way, Suite 115, Canoga Park, Calif. 91303.

August 20

AMA PRO HALF MILE
Santa Clara Cty. Fairgrounds, San Jose, CA. $1200 purse. Time trials 7 pm, race 8 pm. Adults $2, kids -15 $1. 408/438-3210, 295-3050.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. "Night National Qualifiers." Race 7:30 pm, entry $6 per class. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334.4949.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

CENTRAL

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

August 21

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

SHORT TRACK
Benton Lane Park, Juct. City, Ore. N of Eugene, Ore. to Jct. City, W on 99W to Park. Prac. 6, race 7. Entry $4 Am/$6 Pros. Up to 400cc & Open. 503/998-8472.

AMA SEMI PRO SHORT TRACK
Pioneer Arena, Oakdale, Calif. S on Pioneer btwn. Oakdale & Escalon. Sign up 4-6 pm, race 7 pm. Entry $3.50, second bike $1.50. Class C traction. Semi Pro $3.50 + $2.50 at gate. 100% Ex. p.b. + $25 each Ex. class. 209/869-1457.

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

D-36 HI PT SERIES SHORT TRACK
Chris Beck Arena, Sonoma Cty. Fairgrounds, Santa Rosa, Calif. Sign up 4-6 pm, prac. 5-6, race 6:30 pm. Entry $4, $3 for 2nd bike. All classes & minis. North Bay MC. 707/546-3903, 823-7571.

MC SWAP MEET
Richmond, Calif. 9-5. Limited space free. Buy, sell or trade. Cycle Gear, 4610 Barrett St., Richmond, CA. 415/236-2361.

D-36 AMA SHORT TRACK
Pioneer Rodeo Grnds., Oakdale, CA. Races 7 pm. $3.50 to ride. Semi Pro $3.50 gate, $2.50 signup. 100% p.b. + $25 added to Ex. class. Oakdale MC. 209/658-1457.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own classes. 714/674-5383, 826-2386.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

August 22

D-36 AMA SCRAM.
California Rodeo Grounds, North Main St., Salinas, Calif. Sign up 6-8 am, race 10 am, Entry $5. Elks Cerebral Palsy Fund. Benefit. Salinas Ramblers MC.

D-37 HARE SCRAMBLES
Lucerne Valley, Calif. Limed from Y-Cafe. Starts 8 am. Entry $7. Desert Disys Lace Chase. Beg. go 1-loop. 2-32 mi. loops. Desert Daisys. 213/963-7714.

TT SCRAMBLES
Toledo Jct., Oreg. 2 mi. N towards Siletz on Hwy. 229 from US Hwy. 20. Follow signs. Sign in 10 am, prac. 11, race noon. Entry $4. Mini-Open classes. Gate open Sat. night for overnights. Mt. Baker Racing Team. 503/336-3587.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7 am, sign up 7-8:30, race 9 am. Entry Sptsm. $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. Cash to Ex., same day brass to Sptsm. All classes. Gate open 7 am, race 9:30 am. 3 motos Sptsm. 2 long motos Ex. 213/830-7519.

CMC ROAD RACE
Ontario Motor Speedway, Ontario, Calif. Gate open 7 am, prac. 9, race noon. $12 pre-entry, $17 post. All classes. Brass & cash. CMC, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy. Hwy. 101 or I-80 to Hwy. 37, then to Hwy. 121 turnoff to Sonoma. Gate 5 at Rcwy. Gate open noon, race 1 pm. 707/938-8448.

D-37 TT SCRAMBLES
Perris Raceway, Perris, Calif. Sign up 7 am, race 9 am. Entry $3.50. Lightweight MC. 213/860-4565.

B.O.S.S. CMC SEMI PRO MX
Sunnyvale PAL track, Alviso Rd. in Milpitas, CA., W to Caribbean, N ½ mi. to track on R. Gate open 6:30 am. Entry $8/$15. 110% p.b. to Pros, 30% brass. 100% brass to minis. 916/635-5240.

ATA-SCTA TRIALS
Escape Country, Trabuco Cyn., Calif. $5 memb., $6 non-memb. Bring your submarine. Starts 10 am. 213/442-7686.

AMC MOTOCROSS
Saddleback Park, Orange, Calif. Gate open 7:30 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 30% same day brass. 100% Pro p.b. 714/581-2778.

ECRA MOTOCROSS
Escape Country, Trabuco Cyn., CA. 714/581-6400.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

D-36 SEMI PRO FAMILY MX
Helvetia Park, West Sacto, Calif. Gate open 6:30 am, prac. 7:30-8:30 am, race 9 am. Entry minis $6; Sptsmn $8, Ex. $8; Semi Pro Ex. $15. Watch $3. 100% class p.b. All classes. 916/391-1241, 363-7954.

CENTRAL

AMA NATIONAL AMATEUR CHAMP QUALIFIER
Ponca City, Oklahoma. 125-250-Open class; Support classes not invitational, 125-250-Open. Prac. 8:30 am, race 12 noon. 405/762-3559.

August 22-28

BONNEVILLE NAT'L SPEED TRIALS
Bonneville Salt Flats, Wendover, Utah. Sunrise to sunset. Entry $50 by 7/15—$60 post. AMA record trials. I-80 5 mi. E of Nevada. 714/224-0901.

August 23

AMA PRO SHORT TRACK
Santa Clara Cty. Fairgrounds, San Jose, Calif. $900 purse. Trials 7 pm, race 8 pm. Adults $2, kids -15 $1. 408/438-3210, 295-3050.

August 24

AMA SPEEDWAY
Santa Clara Cty. Fairgrounds, San Jose, CA. 8 pm. Adults $2, kids -15 $1. 408/438-3210, 295-3050.

August 26

SRA & NSL SPEEDWAY
Irwindale Rcwy., Irwindale, Calif. Starts 8 pm. Home of Los Angeles Sprockets. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334-4949.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

August 27

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. "Night National Qualifiers." Race 7:30 pm, entry $6 per class. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334.4949.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

August 28-29

AFM GOLDEN GATE CHALLENGE ROADRACE SPRINTS
Sears Point Int'l Rcwy., Hwys. 37 & 121, Sonoma, Calif. $2000 purse. All classes except Superstreet. All riders must qualify Sat. to race Sun. 916/392-0611, 415/547-2947, 938-3178.

September 5-6

URA LITTLE TUFFY ENDURO
Limed from Randsburg & Red Mtn., CA. Women & -16 go a separate loop on Sat. Men go 2-25 mi. loops on Sun. Trophies on Mon. 20% brass, fin. pins, decals, IRRC, etc. 213/785-9673.

CMC WHITEKNUCKLE NATIONAL MX
Argyll Park, I-80 to Hwy. 113, 13 mi. S of Dixon, CA. Gate open 6 am, race 9. Entry $15 Sptsmn (ride 2 days); $20 Pros (Mon. only). FMF Honda to Sptsmn. winner. $2640 Pro purse. Super brass. Free camping. Pre sign up ok, post enry — first come, first serve. B.O.S.S. CMC, 2210 Kimwood Lane, Rancho Cordova, CA 95670. 916/635-5240.

The *Last* California City Grand Prix

Catalina Grand Prix in the 50's
Elsinore Grand Prix in the 60's
California City Grand Prix in the 70's

October 2 and 3

Trophies — Pins
Over $5,000 cash & contingencies
Entries open now — close Sept. 20

Send $20.00 entry & 2 S.A.S.E. to DRA, PO Box 2605, California City, CA 93505

Refer to August 3rd Cycle News for further info or call 714-373-4647

DESERT RACING ASSOCIATION California City Grand-Prix Entry Blank DRA #

Social Security No._____

NAME_____ ADDRESS_____

CITY_____ STATE_____ ZIP_____ PHONE_____

Riding Class: Beg.___ Nov.___ Am.___ Ex.___ Senior___ Powder Puff___ Mini___ Age___

Make & Size of Bike_____ 3 Wheel___ S/H_____

Club_____ (and or) Shop_____

I do hereby Certify that I possess the necessary skills and physical endurance for an event of this type. It is also understood and agreed that, **Motorcycle Racing is a dangerous activity** so I hold **at no fault** the sponsors of this event their agents or the land owners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I hereby consent to medical aid and transportation** in case of injury **with cost of such aid or transportation to be borne fully be me.**

SIGNED_____ Date_____
(I have read & agree to all the above)

PARENT'S APPROVAL_____ (required if entrant under 18)

DRA Desert Racing Assoc. **Join Up Now**

$12 mid-year
Out of state & No. Calif. ½ price
Put the Fun Back in Your Desert Racing with a '76 DRA membership
30 Times a Year
All Classes:
Beg, Nov, Am, Ex, Senior, PP, Mini
Participate in Points Program
Rider Point Fund
Club Points — Shop Points
Trophies — Pins — Cash
4/Wheel Radios — Rescue
$3,000 Rider Medical Insurance
DRA, PO Box 2605, California City, CA 93505,
info: 714-373-4647

DRA
EUROPEAN SCRAMBLES
Beg — Nov — Am — Ex
August 15
8 am — 0-200 Beg, PP Beg & all Minis
9 am — 250 & Open Beg & all Senior Beg.
10 am — 0-200 Nov, all Senior Nov. & all PP Nov.
11:15 am — 250 & Open Nov.
12:30 pm — all Am & Ex

7 miles North of Adelanto — left side Hwy. 395

$415 Purse
20% trophies — finish pins
info: 714-373-4647

NMA **INDIAN DUNES** CRC
Every Wednesday Night Motocross
ALL CLASSES
$3,000 Medical Insurance
NMA (213) 887-4547 CRC (213) 830-7519

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event_____ Time of event_____

Type of event *(TT, MX, Enduro, etc.)*_____

Entry fee_____ Sanction_____

Location_____

Mailing address_____

How to get there_____

Additional information_____

Your name_____ Number to call for info *(with area code)*_____

CALENDAR

ALL NEW! bannered off & NEW TRACK LAYOUT

CAMARILLO AIRPORT RACEWAY

Sunday, August 15

30% Trophies — Payback to Pros
1st place Sportsmen — 2 ft. trophies

Gate open 7 am
Spectators $3.00
Juniors $2.00
Rider/Bike $2.00

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES INC

Entry
Sportsman $7 mail $10 post
Pro $12 mail $15 post

Sign-up 7-8:30
Practice 8
Race 9

Silencers Mandatory
Membership required — $8.00
$4,000 Medical Insurance
No practice during week
No Pit Riding or Pit Bikes

Ventura — Ventura Fwy. (LA) — Airport Raceway — Wood Rd. — Pleasant Valley

mail entries to: AME, PO Box 1421, Reseda, CA 91335, 213-881-5778

Ride With The Best

CMC

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th
South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR

$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Racing World at ESCAPE COUNTRY

Trabuco Canyon, CA 92678

Coming Events August:
Aug. 15 — ECRA Motocross
Aug. 22 — So. Calif. Trials Assn.
— Grand Prix Course (Sanctioned even...
Aug. 22 — ECRA $1,000 Motocross
Aug. 29 — CRC — ECRA Combined race
— no membership required

Call 714-581-6400
A subsidary of Pacific Coast Recreation

SADDLEBACK

Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.

August 14 — Motocross
August 21 — Motocross
August 28 — Motocross

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00,
Race 9:00, Finished by 2:30

Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
Not affiliated with Saddleback Park

Race with AME

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES INC

—Indian Dunes—

Sunday, August 22
Every Friday Night
+ Youth Division
(Pee Wees thru Minis)
at all events
info: 213-881-5778

★★★★★★★★★★★★★★★★

Corona Raceway

MX Every Fri. Night
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

Every Friday Night
MX O.C.I.R.
200% payback to Pros
info: 714-581-2778
AMC

A fool and his cycle are soon parted.

New Course

1st Annual
Dirt Diggers Super -X
Indian Dunes, August 29
SEE CALENDAR

DIRT DIGGERS MOTORCYCLE CLUB

AMC

RACE SCHEDULE
August 15 — De Anza
August 22 — Saddleback
August 29 — No Race
Sept. 5 — Carlsbad
INFO 714-581-2778

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

CRC **Race Schedule** 213-830-7519

August 15—Indian Dunes (Int'l. Track)
August 22—De Anza
August 29—Escape Country

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
Nite MX every Wednesday.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199 AMC every Friday nite. 714/581-2778.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SEATTLE INT RCWY
Auburn, Wash. 206/631-1550. CMC MX every Friday night 7 pm.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

PERRIS RACEWAY
Perris, Calif. 714/657-3678. Short Track & TT every Saturday night 8 pm.

395 CYCLE PARK
Adelanto, Calif. 714/246-6109. TT & H-M every Saturday nite.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SAN JOSE CTY FAIRGROUNDS
San Jose, Calif. AMA Class A Speedway every Saturday night.

SEARS PT Int'l Rcwy
Hwy. 37 & 121, Sonoma, Calif. 707/938-8448. AMA class A Speedway every Sunday afternoon.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, Texas. 512/446-3282. AMA MX every 2nd & 5th Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153. 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/834-0571, 834-8053. MX every 2nd & 3rd Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

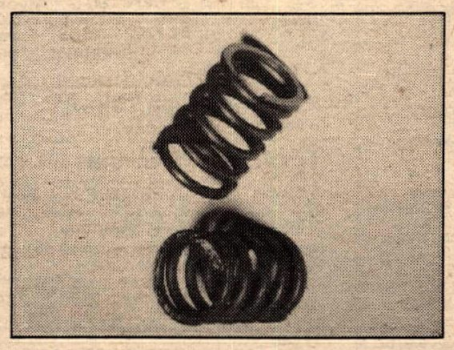
ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

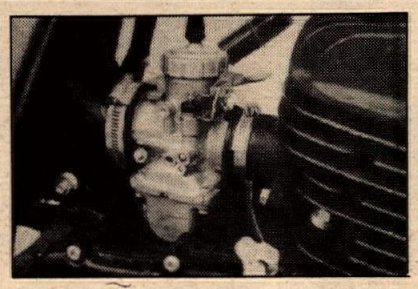
Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

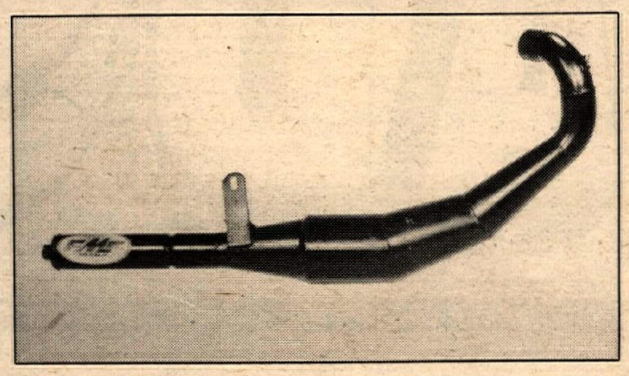
New Products

Slinky for midgets —
If your forks don't feel the same as they did the day you bought your CR125 perhaps you can bring them back to life without a big cash outlay. Cycle Products West has come up with a pair of Booster springs for the CR125 front end. They sell for $3.99 a pair. Cycle Products West, 11900 W. Pico Blvd., West L.A., CA 90064.



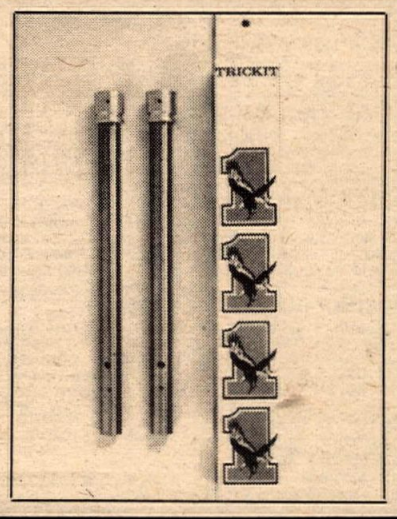


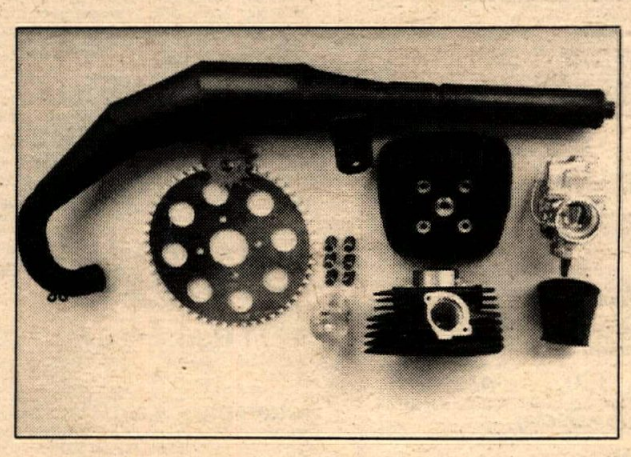
Blender for your bike —
No one goes anywhere in the MX world without a Mikuni. Cycle Products West offers a Mikuni carb kit for your CR 125, 250. The kit bolts right on. The CR 125 is a 30-32mm for $39.99 each, while the CR 250 kit is a 34-36mm for $49.95. Coversion kits are also available for other makes of bikes. For more information: Cycle Products West, 11900 West Pico Blvd., West Los Angeles, CA 90064, (213) 477-0997.



Left handed Oboe —
FMF has released a high-performance exhaust system for the 1976 Honda CR125. The pipe is designed to increase useable HP throughout the RPM range and widen the powerband. Brackets line up to existing mounts and bolts on in minutes. Pipe comes with a rebuildable glass pack silencer. List price is $49.95. Specify part no. 126-403. Flying Machine Factory, 1416 W. 259th St., Harbor City, CA 90710.

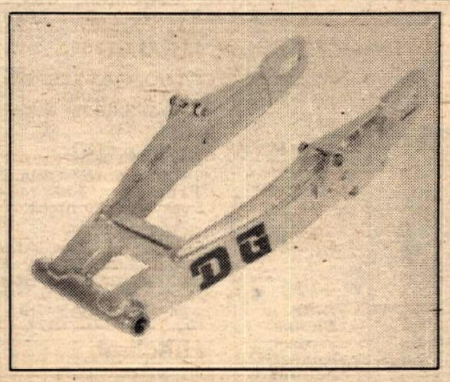
Korean fighting sticks —
Number One products has a new trickit fork kit which will improve the damping on the stock CR125 and increase the travel. Handling improves dramatically when the damping is spot on. Betor-style damping is the goal of these kits. CR125 kit is No. H103 and sells for $24.95. Kits are also available for XL and MR model Hondas. Get one at your local dealer or contact Number One Products, 4931 Encinita Ave., Temple City, CA 91780, (213) 287-9738.





Musical instruments —
PK Racing offers a complete engine modification program for '76 Honda CR125's. The PK modification includes cylinder porting and polishing, torque pipe, 34mm Mikuni, milled head and modified piston. They will also bring your '75 CR125 up to '76 PK Racing specs. PK Racing, 525 N. Azusa Ave., La Puente, CA 91744, (213) 968-2230.

Free plug —
Can't afford a Honda car? Well slap this giant 12" by 18" vinyl sticker on your Opel and pretend you own one. It is easy to apply and murder to remove. Comes in gold, black and white, all at once. Available in pairs only, one left and one right. List price $4.95 a pair. Specify part no. 999-789. Flying Machine Factory, 1416 W. 259th St., Harbor City, CA. 90710.



King Kong's tuning fork —
DG Performance Products has designed a new aluminum swingarm for '76 CR 125 Hondas. This swingarm allows you to run 13.4" Girlings or other long shocks to increase rear wheel travel over eight inches. The swingarm weighs six pounds and is extremely strong. Also available for RM 125, 250, 370. CR model is $109.95. RM is $119.95. Available from DG Peformance Products, 5552 La Palma Ave. East, Anaheim, CA 92806.

Flame thrower —
FMF offers a new high performance engine kit for the 1976 CR125. Included in the kit is a Pro pipe, jetted 34mm Mikuni, reinforced intake manifold, air boot, porcupine head and hardware.

List price is $176.75. Specify part no. 126-120. Flying Machine Factory, 1416 West 259th St., Harbor City, CA 90710.

WANT ADS

1973 PENTON 125, ex. cond., many extras, $400. (213) 455-1059. (32)

Trick air tanks
The simple easy way to adjust your forks accumulators, shocks, tires, & etc. Simply dial the pressure you require. Completely assembled, ready to use. Fill at any gas station. Includes tank, 4 ft. hose, 2 gauges, regulators, and reliec value. $49.95. Ottows Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801. (32)

XL 350
Set up for TT's, CR wheels, S&W shocks, 38 Mikuni, ported, lightened crank, close ratio gear box, frame work, have equipment for desert. Best over $550.00. (213) 338-8545.

'75, 125 Bultaco right hand shift
Super clean — race ready — ported — Diamond chain & primary — gas spring Boge. Complete new engine — has not been raced — new fenders, $495.00. (714) 642-1539. (32)

1975 — 250 HONDA M.T. Complete front end 150 . . . and more. (213) 428-4854. (32)

'74 Honda XL 350, like new
One owner — original, low mileage. $695. (714) 774-7590 evenings. (32)

Mechanic wanted
Must have 3 or more years experience with Yamaha. Contact Bill at Yamaha of Corona. (714) 735-7721. (32)

'72, 400 CZ
Mikuni, Konis, Sunburst head, very fast. $600.00. Call after 5 p.m. (213) 376-6066. Will consider offer. (32)

S&S CAFE racer footpegs for Honda 750. Brand new, $50. (213) 326-8892. (32)

Precision heliarc welding
Engine case repair, shock lay down, frame modifications. We weld steel, aluminum, magnesium and stainless. Dealers inquire — Lowe Chassis Company, 2478-I East Fender, Fullerton, CA 92631. (714) 870-1158. (32)

750 Rickman-Triumph, $750
Excellent Baja bike, super condition, well maintained. Extras including tank and glass parts, spark arrestors, etc. 1976 street license. (213) 376-2092. (32)

WANTED — 100cc — six speed, RM Suzuki, "CR Honda." Consider Penton. Call (213) 786-6566. (32)

360 Bultaco, 400 Maico
Injury sale. Extra parts & leathers. Best offer. (213) 421-8789. (32)

Trials Cota 247
1970 Montesa, excellent condition, few hours, cheap fun, $300. (714) 494-6805. (32)

3 rail trailer
Big tires, licensed, $100. 10-5 (714) 768-1141, after (714) 499-3031. (32)

'75¾ Bultaco 250 Pursang
Bought in '76. Metzelers, plastic fenders, Diamond chains, excellent condition, $725.00. (213) 656-3943. (32)

'75¾, 400 Yamaha mono
Too fast to ride, excellent condition, never raced, ridden 3 times. $990.00 or best offer. (213) 397-7535. (32)

'73 Husky 400 CR
Must sell. Super clean & reliable. Recently rebuilt engine. Forward mounted Konis. Moto-plat, Mikuni, K&N pegs, '75 pipe. New tires, cables, bars, chain & sprockets. Many extras. Sacrifice $550. Call (209) 998-9981 evenings, Phil Rm. 209 (32)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, Tl-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

'75, 400 Yam. mono, $850
Desert or MX ready — many extras — 2 front tires, 3½ gal. Vesco, Terry fork kit, J bars, Diamond chain, nitrogen forks, chain tensioner, skid plate, xtra sprockets, $850.00. (714) 593-1245. (32)

Super fast
TZ 250 Yam. Meticulous care. No reasonable offer refused. Also '73 RD 350 Yamaha. (213) 249-4862. (32)

'72, 400 CZ
Femsa ignition, Mikuni, forward Curnutts, plastic tank and fenders, complete tool kit, top end and trans good. Needs con rod and bearing. Best offer. (213) 821-3582 or (213) 822-5549. (32)

'75 Yamaha 250 mono
Only 4 rides. See to believe. $825. After 5:00 p.m. (714) 526-5447. (32)

Honda CR125 Elsinore
Excellent condition, Redline swingarm. Leaving country, must sell. Sacrifice $350.00 or best offer. (213) 877-4306. (32)

Buy both Huskys, $995
1973, 450 & 1974, 125 set up for desert, loaded with extras. Must sell. (213) 335-0601 or (714) 534-6900. (32)

1971 Husky 400 MX
Fast & strong, dependable, desert ready, $395. (213) 943-1142. (32)

Champion Yamaha 750, ½ or TT
New Shell engine, new frame, wheels, forks, F and R disc brakes, shocks. Just built, raced four times, quitting. Invested $3,500. Best offer. (209) 292-4409 or (209) 291-5602.

1975, 360 GP Husky, mint cond.
Too many extras to list. Ridden very little, $1400.00 — cash. (213) 696-8835. (32)

Wanted Matchless tank emblems
Plastic winged M type, '68G80CS parts book and wokshop manual. Also need Gold Star rear fender and dual seat. Need Trackmaster BSA with/without engine. J. Graham, Box 117 R.W.B.H., Ft. Huachuca, Arizona 85613. (602) 458-4852. (32/2x)

'74 Can-Am 125 MX
Super quick — excellent condition — not ridden in over one year. Down pipe, light front wheel, cable rear brake, laid down Konis — best offer. (714) 539-4396. (32)

Husky 250 CR mag. '74¾
Excellent condition, new top end, Boge shocks, Honda seals, new Metzeler rear, Trelleborg front. New sprockets, new Diamond chain, much more. Must see. Sacrifice $650.00. (213) 454-1022. (32)

1974 CB550 Honda 4 cylinder
Only 6800 miles. Must sell, going into my own business. $1095.00. (213) 692-2455.

'74 Honda XL 350
S&W shocks, Preston Petty taillight, fender, A&R exhaust, S&W fork kit, 1600 miles, never raced. $700.00 or trade for TT 500 Yamaha. (714) 883-6554 or (714) 884-1511. (32)

'73 speedway bike
Jawa, 2-speed, excellent condition, trick paint, only raced one season, $1450 or offer. (303) 471-7420 or (303) 635-8289. (32)

CR250M Honda Elsinore
1974½ super fresh, never raced, skid plate, leather tool bag, extra gas tank, new rubber, manual, sold by father, $695 or best offer. (213) 697-9872. (32)

'74 HON. XL 350. 410 KIT. 5 in. Curnutts. S&W fork kit, 3½ gal. Vesco + extras. Excellent. $675.00. Glendale (213) 247-5478.

Wanted
Experienced Honda mechanic, apply Whittier Honda, 14324 E. Whittier Blvd., Whittier, CA. Ask for Jim. Tuesday thru Saturday. (213) 698-0065. (32/2x)

Champion Yamaha
2-engines — 250, 360 — fresh, Ceriani—C1000 and R.R., Barnes 19" spool, Honda—18" rear, Yam.—21" front. Too much to list, $1,400 takes all. After five (213) 796-7722. (32)

Motorsport air shocks, $100
Intr. offer. Don Kesler (213) 596-3691.

400 CZ parts, cheap, '72
Two heads, two pipes, nickel plated frame, reed valve, engine, complete bike, $350.00. Ask for Joe (213) 448-7077. (31/3x)

'74 PURSANG 360cc MK VII, EXCELLENT CONDITION, Curnutts, Terry kit, 3½ gal. tank & stock tank, new top end 1st over, $795. '70 DT1 250cc, new front end, Curnutts, 3½ gal. tank, Petty fenders, $350. (213) 285-7238. (31/3x)

KTM/Penton parts inventory
Our entire inventory of K.T.M. and Penton parts are up for grabs. For only $800.00 or 75% off normal dealer cost buys all. Dan (213) 994-2800. (30/TFN)

Tech Club needs
Engineers, techs, draftsmen, mechanics, designers. Any good work skill — object, to build off-wall motorcycle projects, someday the GAM. Call (213) 439-8239 after 6 or (714) 552-9103 or (213) 457-7326. (30/3x)

Neon repair sign
Elec. neon sign, dbl. sided adv. mtrcycle repair. Pd. $350.00, never used, $150.00. (213) 335-7762. (32)

380cc Greeves '72
Stock and clean, hardly used, $550.00. (714) 847-0220. (31/2x)

1976, 370 Pursang
Box fresh, stock, not even broken in; first reasonable offer gets it. 1973 Moto Guzzi 850 Eldo, 3500 mi., extras. 1973 Honda XL 250, Powroll 348cc 3/8 stroker, Vesco tank, extended swingarm, gas Kayabas, No. 1 fork kit, S/W springs, more. Best offer. (714) 985-2364. (32/2x)

'75 Husky 400WR
Rarely used, gas Curnutts, extras, excellent condition, $975.00. (213) 696-8125. (32)

1973 Yamaha 250 MX
Low miles, original condition. Not riding much any more. It's dumb for me to keep it. It's yours for $525. (213) 547-3201. (32)

Miller Mano racer
'75 Suzuki RM100, Miller Mano engine kit, 30 Mikuni, Girlings, many extras, excellent cond. 2 races on first overbore. Must sell, $850. Fast. Eves, Brian (714) 787-9796. (32)

Suzuki — BMW dealership
For sale — located in economically healthy oil town of 30,000. Good schools — beautiful Southern Hobbs, New Mexico climate — $24,000 to 26,000 inventory & lease or $70-80,000 buys inventory, building and 2½ acres location. (505) 392-8206 or (505) 392-5770. (32/2x)

Can-Am 125
MX-2, used very little, see at Supercycle or call nites (213) 722-8695. (32)

'75 Bultaco 250
Bultaco 250 Pursang. Great shape, never raced, Boge shocks, Diamond chain, Andres — must sell, need money, $925.00. (213) 828-2928. (32)

Yamahahauler or urbikahauler
'72 Ford Courier, step rear bumper, new radial tires, $1849. (213) 944-8414. (32)

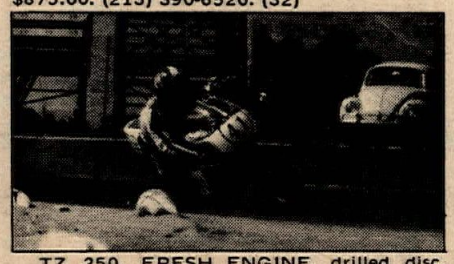
'75½ CZ 250 Falta
Air shocks, Mikuni, Porcupine head, two pipes, stock & trick seat, factory tools plus extras, $800.00. (714) 963-7489 or (714) 646-4446. (32)

'71 Husky 400
Excellent condition, street licensed, extras, $600. (213) 360-8503. (32)

Shop manager available
Presently I am managing a Yamaha dealership. I am a 30 yr. old ex-Navy officer with a degree in Business Admin. If interested call (512) 595-5266 after 6. (32/3x)

Penton KTM sale
400 KTM $975.00. 250 KTM $650.00. 125 Penton $450.00. Beautiful equipment. New home forces sale. (213) 792-5274 or (213) 799-0278. (32)

'71 Triumph Bonneville
New tires & battery. Good condition, $875.00. (213) 390-6520. (32)



TZ 250, FRESH ENGINE, drilled disc, Goodyears, meticulously maintained. Ridden by Open Prod. winner Ken Gill. $1500.00. Also TA250 with 350 top end, $900.00. (714) 653-7802. (32/2x)

Broken bone sale
'75 Yam. 125 MX — Extras, $550 or best. '7 Maico, 400 radial — Wheelsmith prep., $600 '74 XR-75 super trick plus extras, $450 (213) 335-7762. (32)

2uzukis
'75 TM 250, extras, $600. '75 TS 125, $500 Both purchased new in Feb. and ridden only 5 times. (714) 646-0438. (32)

Street or dirt
1973 Yamaha 360 motocross, forward mount, $475 or best. 1970 Honda CR 450, lo mileage, electric start, $550. Both excellent condition. (714) 554-2257. (32)

'76, 250 Mono-OCC test bike
Has all the OCC trick stuff. Floating brake LTR shock, Terry forks, pipe, Metzeler Trelleborg, & much more. Excellent condition, well maintained. Must see. $1,000.00. (714) 768-7090. (32)

LATE '73 Pursang, nickel plated, Honda seals, extras, $500.00. (213) 767-6598. (32)

3 RAIL flat bed, tilt trailer, lights, '76 registration, $150.00. (213) 767-6598. (32)

100 SHERPA, reed, Honda seals, new top end, Mikuni, $200.00. (213) 767-6598. (32)

'76, 250 Bultaco Astro
Perfect Novice bike for "77". Ridden only once. Front brake & spool. Extras. Must sell, $1600.00. Eves. (503) 771-1598. (32)

XR75 Honda
Ridden very little. Tustin area. $295. (714) 838-4984. (32)

'74 Yamaha MX 100
T&M pipe, laid down shocks, seat kit, air, forks, fork boots and protectors. Bought new in summer '75, excellent, $550. (714) 637-3940. (32)

1948 — Indian-Chief
(303) 542-6295. (32)

Trickest 370 in Cal.
370 Suz. RM used by Marty Tripes at USGP, Broc Glover at Superbowl. Alu. S.A. mag, Marzocchi forks, bal. crank, matched and polished cases to cyc. Moto Tek ignition, spec. rims & spokes + more. $2000.00. (714) 996-4430. (32)

'72, 360 YAMAHA SHORTTRACKER, ½ MILE, ported, Fox shocks, CDI, many extras, $350. 1973, 360 Champion frame, glass, $200. CDI $50. '70, 90 Suzuki. Mornings (408) 258-3174. (32)

'74 Ossa 250 Six Days replica
Excellent condition, ridden very little, stock, plus S&W shocks and Diamond chain. Fantastic trailbike or enduro, absolutely flawless, $500.00. (213) 459-3159. (32)

5 HP DIRT fun-cart. Complete and safe. Must sell, $95/offer. (213) 326-6110. (32)

Must sell 125 Rickman
Perfect condition, like new! Ridden few, $425/best. (213) 943-6995. (32)

HUSKY 400 WR, 6 SPEED, MANY EXTRAS, ridden 6 times, mint condition, $950.00 or best offer. (213) 633-9282. (32)

360 GP Husky
1975 Husky updated to 1976 specs. Ported, Profab triple clamps, super condition. Plus $500 worth of spare. $1200. (714) 683-2242.

'73 Honda Elsinore CR125
Webco fork springs, fork boots, J bars, Webco head, Mikuni, pipe, new forward mounted Boges, extras, excellent, $500. (213) 949-3930. (32)

'69 YAMAHA 125, dirt, minor work, $150.00. (213) 630-4961. (32/3x)

1971 Yamaha 650cc
Excellent, 15,000 miles, stock, custom paint, $695.00. (213) 545-6785. (32)

Make me an offer I can't refuse
'73 Smuggler 8½' cabover camper, refrig., stove w/oven, portapotti, sleeps 4, carries 3 bikes inside. Many extras. Huskies '72, 125 CR, '73, 250 WR, 6 sp., '75, 250 GP, $1000. '74, 400 WR, 6 sp. in C&J GP frame. (805) 251-4163. (32)

'75 KTM/Penton 175
New sprockets and chain. Works Performance shocks, desert reacy. $825.00. (213) 337-3293. (32)

'74 Suzuki 125
Good condition, Webco head, carb, pipe, moved up Boge shocks, Venolia forged piston, $400.00 firm. (213) 633-9830. (32)

'74, 360 MX Yam.
Like new. No bull. Re-built by Latco International Motorcycle Works. Receipts to prove all work. Gotta sell. $800.00 or offer. (213) 542-5355. (32)

'74 YAMAHA 360 ENDURO. New February 1975 — 1500 miles — excellent condition with all accessories — street legal — never wrecked — $875.00 or best offer. (213) 320-1286. (32)

'73 Astro, $350.00
Bultaco, race ready, Champion frame, Barnes wheels, brakes, etc. Fresh eng. $995.00 cash. Also Astro frame complete less fork tubes, $150.00. Call anytime (714) 531-4211. (32)

'75 KTM Penton 400
Great condition, only $925 or best offer. (714) 521-9870. (32)

'75, 360 CR HUSKY. Must sell, $990/offers. Immaculate. (415) 843-7234. (32)

Two '71, 125 Yamahas, dirt
Both in xlnt. cond., many extras, must see, $350 each. (213) 396-1840. (32)

HONDA CB350, disassembled. Will sell complete or any parts. (213) 564-5509. (32)

'73 Husky 400
$725.00 or best. Many extras, perfect condition. (714) 886-2380. (32)

Mechanic wanted
Experienced with Honda, TOP job — TOP benefits — TOP commission. Long Beach Honda (213) 423-1433. (31/3x)

1976 Yamaha YZC 125
OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $700.00. Charleen Higgins, after 5 p.m. (213) 886-5107. (31/3x)

Russ Darnell Motocross Schools
August 20 & 21 Straddleline, Washington. August 23-27 Five day camp Port Angeles, Washington. Sept. 2 & 3 Saddleback. Sept. 6-10 Five day camp, Indian Dunes, Sept. 18 & 19 Sears Point, Sonoma, Calif. Information (213) 367-1722. (32/2x)

'74 YAMAHA TY 80, bought new 12-75. Used very little, $300.00. (714) 894-5826.

CZ bargains
FREE with the purchase of a new CZ . . . Any model: 1. Transistorized ignition, value $138.50. 2. Mikuni carburetor kit, value $79.00. 3. Rear gas Girling shocks, value $98.00. 4. Air/oil fork conversion kit, value $75.00. 5. Genuine pigskin riding gloves, value $12.95. Total of free accessories: $403.45. 125, 175, 250, 400 in stock. We ship anywhere in USA. Dealer inquiries invited. South Bay Motorcycles, 200 Artesia Blvd., Redondo Beach, CA. (213) 772-1647. (32/TFN)

'75 CR 125 Honda
Excellent condition, stock, never raced, like new, $525. (213) 675-3432. (32)

'75 MR175 Honda
Excellent condition. Wife's bike, seldom ridden. $550/offer. (213) 675-3432. (32)

A bike for mom!
Honda SL 100 — dirt only, super putt-putt. $225. (213) 439-3260. (32)

** Hey you check this out **
Have for sale three bikes: 1975 RD350B; Bike new in Nov., has 2000 mi. on it. Nothing done to engine — stone stock, Extras — S&W's, K81's, redone seat, alloy rims, and much more. Will sell for $950.00. You can't buy a new one for that, with this many extras. 1967 Triumph TT500C: Bike apart but runs, will sell for $200.00 complete. Will not sell parts separately. 1972 Steens Hodaka — no engine, $100.00. Call (213) 849-6191 days. (213) 799-7071 nights, weekends, ask for Gene. (32)

'75½, 250 Pursangs—stock & trick
Two Buls, excellent condition, clean, fast, ported 250 with trick swingarm, up-pipe, and shifter featured in June issue of CN. $700.00. Stock 250, $550.00. Many spares. (213) WA 8-1248. (32/4x)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

Suzuki GT750
1975 (the fast one). Less than 2000 miles, many spares. Only $1095. (213) 399-5775.

'75½ MAICO-GP MAKE OFFER. Very fast, powerful, smooth suspensioned, Open-class 'ROCKETSHIP'. Two tanks, milled head, lighten piston, ports matched, extras. Call Jon (213) 595-1691 days or (213) 436-5954. (32)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo. Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753.

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Wanted
Major Racing Oil Distributor for Arizona, New Mexico, Colorado, Wyoming, Utah, & Nevada would appreciate receiving posters & info. on all cross country races & enduros in area for contingency possibilities — Send to: Don Watkins, Duralube, Box 8171, Hualapai Branch, Kingman, Arizona 86412. (30/TFN)

AJS, Matchless, BSA, Triumph
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton, $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753.

Speedway dealers wanted
for the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

"75 YZ-80 B minicycle"
With Dyno tuned pipe and Boge shocks. Very quick. $400.00. (213) 472-1201. (32)

"73 Indian SE-74 minicycle"
Bored to 80cc. Has bigger carburetor, high compression head, racing piston, custom pipe. Must sell. Sacrifice $250.00. (213) 472-1201.

'72 Yamaha 125
Excellent condition, 5" Curnutts, Akronts, ported, torque up-pipe, Pettys, 350 Cheng Shin, 300 Metzeler, Pre-mix. $345/offer. (213) 346-9884. (32)

Small business loans SBA loan assistance No consultant fees
Use our professional techniques to save time and money. Sixty page manual includes complete sample loan package and step by step instructions. Order direct from publisher for $31.80 or write for free info. Amertec Financial Services, 1020 E. Irvine Blvd., Tustin, CA 92680. (32)

'72 Dodge Van ¾ ton
A/C — power steering — AM-FM stereo. 2 saddle tanks — ice box and couch/bed combo with removable custom rack to carry 2 bikes on back bumper. $3,600. After 5 call (213) 379-5120. (32)

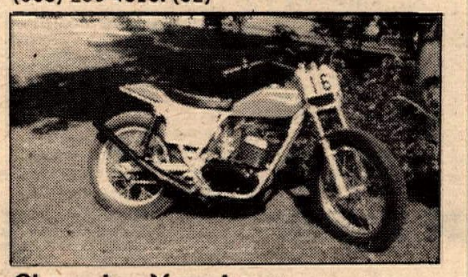
'74 YZ250A, $575
Forward mount, Kayabas, Works pipe, immaculate condition. (213) 377-3751. (32)

Racing parts/trick
Morris Magnesium Mag WM5 18" w/Lockheed brake kit, 34mm Mikuni carb (3), complete Suzuki 750 engine and mod frame, $1650.00. (213) 659-3251. (32)

'76 RM 370
Excellent condition — full float brake — air forks — Twin Air — new chain & sprocket — DID — extras — $985.00. (213) 541-1751. (32)

'74, 360 Pursang & Rickman
Bul: Xlnt. cond. Many trick xtras, $550. Rickman 125 SD—Zundapp. Street legal, only 950 miles, beautiful cond. Only $350. Will deal & consider trades for bikes or ? (213) 284-8501. (32)

'75½ Can-Am 125 MX2
Too much bike for girl, raced 3 times, xlnt. cond. Must see, $850.00. After 6:00, Newhall (805) 259-4813. (32)



Champion Yamaha
360, S.T.D. bore, fresh. All the best. After five (213) 796-7722. (32)

Manager
Yamaha shop. Minimum 4 yrs. recent experience. Knowledge in all phases of Yamaha operations. Salary plus commission. Long Beach area. By appointment only. (213) 597-3317, Mr. Bolton. (32/2x)

'74, 360 Bultaco Pursang
Stock, good condition, like new, hasn't been ridden much. $650.00. (213) 321-3611. (32)

Trick suspension
Laydown most bike, $65.00. Moved up, $45.00. Works Performance shocks, $105.00. Boge LTG with spring, $98.00. Frames magnafluxed & repaired. G.S. Sigman Race Eng., 304 E. 231st St., Carson, CA 90745. (213) 830-4678. (32/2x)

Help wanted:
Experienced man needed for all pre-delivery service work on new bikes. Must be good troubleshooter & willing to train others. (213) 549-0111. (32)

'76 RM370
Excellent condition, many extras, maintained by mechanic, $900.00. (213) 598-6743. (32)

'76 Husky 360 CR
New in 4-76, stock, like new. (213) 865-2105 or (213) 867-7172. (32)

'69 PENTON — Petty lights — fenders. Runs good, $280. Aft. 4 (213) 698-2928. (32)

Harley-Davidson mechanic opening
Set up and custom work. Call R. Hutchins (213) 749-6235 L.A.H.D. (32/TFN)

Moving, must sell Huskies
'74, 450 WR, good condition, many extras, $700.00. '71, 400 WR, reliable, good condition. Both bikes have dual coil, also blueprinted and balanced. (213) 598-6743. (32)

"Such a deal" free Husky!
Buy my '74 Ossa Phantom for $800.00 and I'll give you my '73 Husky 250 CR and new leathers & boots. Many extras on both. Call, I'll deal. (714) 729-6000. (32)

1975 MONOSHOCK 250, excellent condition, two tanks, extras, $750.00 or make offer. After 5 p.m. (213) 320-8056. (32)

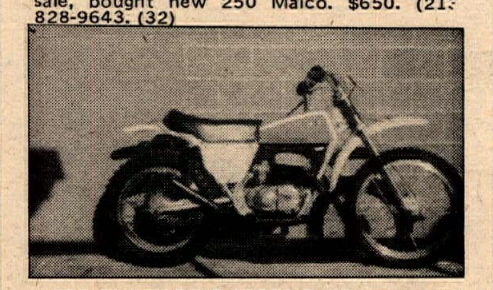
1976 YZ's, RM's, and CR 125's
Will trade '75 Bultaco 250 Pursang with $375 of accessories in it, for any of the above in excellent condition, or $800 firm. (213) 249-4125. (32)

Husky '73, 400WR, 5 speed
Mag swingarm, Boge shocks, 3.50 and 3.00x21 tires, Akronts, heavy spokes, black forks, new Motoplat, K/N filter, custom seat, spare Curnutts. Going to Italy, $750 firm. (213) 375-7194. (32)

Rickman-Montesa 250
Red, nickel plated frame, Mikuni, K/N filter, fresh top end, clean, strong, light. Needs kick starter fixed. Going to Italy. $350/offer. (213) 375-7194. (32)

Husky '74, 250WR, 6 speed
Mag swingarm, Boge shocks, fork boots, 3.50 and 3.00x21 tires, 34mm Mikuni, K/N filter, Pettys, new Diamond chain, Malcolm sprocket. Going to Italy. $750 firm. (213) 375-7194. (32)

250 CZ
Has everything — runs perfect. Reason for sale, bought new 250 Maico. $650. (213) 828-9643. (32)



250 BULTACO PURSANG, like new, got married. Must sell, $650.00 or ? Ask for Lori or Steve after 5 p.m. (213) 421-3598. (32)

'75½, 250 Maico
Aluminum tank, new tires. Sacrifice $695.00 or best. Many extras. (213) 341-8752. (32)

'73 MONTESA 247 COTA TRIALS. Excellent condition, lights & license, $695.00. (213) 324-9014 after 5 p.m. (32)

Custom dirt bike
This bike is fast and reliable. Franks frame, ported, Suzuki TM 400 engine, Betor forks, gas Girlings and much more! $675. (714) 532-2209. (32)

BMW R60/5. New tires & battery, excellent condition, $950/offer. (714) 546-0719. (32)

Semi-fast street bike
'73 BMW R75, 830cc, Butler & Smith goodies, full fairing, quartz light, extras, $1750. (213) 828-4921. (32)

'71 Yamaha DT1 250
Dirt bike, extras, $400/best offer. (213) 257-6053. (32)

Jawa 500 speedway
New motor, trans., plated frame, Barnes wheels 19, 22. Joe Hunt mag, fuel, oil tires, fender, chains, gearing. $1,400. Santa Barbara (805) 687-4286. (32)

'75 Yamaha 400 super trick
Fresh engine and trans worked over, air forks and shock, painted European factory colors. $850. Ask for Skeet after 6:00 (213) 880-4212. (32)

Desert Trackmaster 360
'73 engine updated, Webco head, Curnutts, Terry kit, new tires, seat, barrel & much more. $550. (213) 360-6986. (32)

'72 Triumph Bonneville
650, low mileage, good condition. $975.00. (213) 634-5410. (32)

Attention: "Salesman & Rep.'s"
Many territories open — Large inventory of trick merchandise. We pay top commission. USC Motorcycle Accessories, P.O. Box 2219, Universal City, TX 78148. (512) 658-1061. (32/6x)

Help wanted
Part time — motorcycle salesman wanted. (213) 674-1431. Suzuki City, 728 So. La Brea Ave., Inglewood, CA. (32)

Wanted Honda parts manager
Experienced 4 years — Salary, commission, & fringe benefits. Write Cycle News, P.O. Box 498 Dept. HDR, Long Beach, CA 90801. (32/TFN)

Phantom Duck
Where are you? Let's hear a QUACK.

"Motorcycle mechanic"
with tools, must know his parts, & machine. SALES EXPERIENCE WANTED, top job, top pay. The Out Rider, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (32/2x)

Yamaha 175 MX
1974, w/air forks, laid down shocks, 2 gas tanks, extra 125cc top end. NAME YOUR PRICE. (213) 925-2921. (32/2x)

Ifayouawantagoodbike look
'74, 250 Husky mag, need no extras, make the deal. (213) 344-5604. (32)

Must sell brand new RM-125
'75 Suzuki RM-125, excellent condition, gas forks. Must see! $575/offer. (213) 377-1907.

Maico 250 AW '76
Must sell, two months old. Looks new and runs great. Just rebuilt. Just call (714) 960-2848. (32)

'72 Bultaco Sherpa S 125cc
Runs great. Sell for ? $, or trade for camera equip. (714) 528-2314. (32)

XL 350 head
Side port, flow-tested & ported, $45.00. Stock forks & T. clamps, $50.00. (213) 532-1418. (32)

YZ 80B 1975
Modified by Myerscough's Machines, extended forks, laid down shocks, air box and more, $375.00. (213) 676-2126. (32)

'74 Penton 250
Greenhorn winner! Excellent condition, xtras, unemployment forces sale, $500. (213) 767-7912. (32)

'75 Bultaco Frontera
New piston, pipe, chain and sprockets. Petty fenders, fast and reliable. (714) 557-8921. (32/2x)

'75½ Pursang 250
No racing, ridden 4 times, large tank, Petty fenders. Other extras like new condition. $795. Dr. Webster, Santa Ana (714) 547-6019. (32)

'75, 360 YZ mono
Mag. rear hub, Andres, K&N filter, all new ignition, reliable, $900 or best offer. (213) 421-0152. (32)

'76 RM 370
Fresh top end with Wiseco piston, new sprocket, chain, & paint job. Full floating brake & more, $1100.00. (213) 920-1365 or (213) 925-1627. (32)

Suzuki special 125 reservoir
Shocks 1 pair only — $75.00. First call gets them — don't wait. (213) 923-3165. (32)

'74 CR 125 Elsinore, $400
D&G pipe, porting, FMS, new gears, good condition. Call (213) 331-5177. (32)

'70 & '73 Bultaco 250 Pursang
Both desert ready, never raced, xlnt. cond., many extras. $400 & $500. (213) 446-3524. (32)

'75 Yamaha 250 mono
Excellent condition, never raced, must sell. $850 or best offer. (213) 391-2060. (32)

'75, 250 Maico, excel.
'75 Maico, won 1975 High School Motocross Championship. Is excellent and will improve your riding as only a Maico can! $845.00. (714) 892-6317. (32)

SUZUKI 250, GOOD CONDITION, desert ready, $275.00. (213) 635-3394 — call 4-to-6. (32/2x)

1975 CZ 250
Bought new 3/76, air forks, laid down gas shocks, Twin Air, 36 Mikuni, snake pipe, Pettys, etc. Ridden 6 times, xlnt. shape. $900 or best offer. (213) 845-9435. (32)

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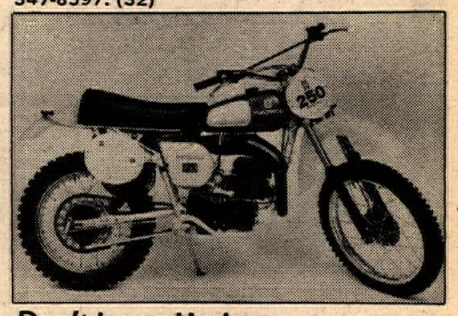
1965 Chevy ¾ ton P/U, auto, air, big rear wheels, new tires, recently rebuilt engine. 9½' Romer cabover camper, 3 burner stove, oven, 15 gal. water, Porta Potti, two heavy duty D & S Cycle Carriers front & rear, trailer hitch, sleeps four in comfort, new paint. Looks and runs like new! $1995.00 firm. (213) 349-3531. (32)

Great boat anchor
Triumph, 1974 MX Avenger, 570cc thumper, numerous xtras, seldom used. Best offer. (213) 360-3160. (32)

1976 Yamaha YZ250 monoshock
4.2 gallon tank, 350-21, ridden 3 times, raced 1 time; new as new, stock tank. Also, extra gear. Must see, $1100.00 or offer. Eves. (213) 894-8676. (32)

Honda CR 125
Totally sano! Ported, pipe, Webco head, Mikuni carb, air box, fresh top end, 520 chain, trick forks, 13.5 gas Girlings, Red Line swingarm, and more, $575.00. (213) 347-8597. (32)



Don't buy a Husky
before you've talked about preparation, service, warranty and PRICE with us. Bill Saltzman's M/C (213) 337-6811. (32/2x)

'75 CR125, $385
Clean, excellent condition, 520 chain kit. (213) 336-8618. (32)

'74 Yamaha 250 MX, $575
Excellent condition, trail ridden only, Yokohama rear tire, air forks. (714) 598-5314. (32)

1976 RM370 mint condition
Just like new, never raced, $1100. (714) 523-7905. (32)

'73 BULTACO 250 PURSANG, Bilsteins, Revells torque pipe, excellent condition; '75 PURSANG, fresh engine, excellent condition. $475.00 each. (805) 498-4156. (32)

'75 Yamaha 250 mono
Excellent condition, monomods, Trickit, $900. Also '73 Yam. 125 MX, $200. (213) 696-3050. (32)

'76 Bultaco Sherpa T
Used once. Wife P.G. Must sell. Bike is perfect. $975.00. Call Tom days (714) 528-2314. Nights (714) 528-8093. (32)

WANT ADS

YAMAHA ROAD RACER. TZ250. Special frame, Hunt swingarm, disc front brake, Fontana rear brake, Vesco seat, S&W's, monoshock chambers. Spares include: cylinder, 2 cranks, 2 gas tanks, fairing, seat, front brake, forks, stock chambers, 3 pair shocks and springs, tires, much more. Never a mechanical failure. $2,100.00. (707) 745-0235 after 6:00 p.m. (30/3x)

Bultaco garage sale
MK-6 250 engine, $350.00. MK-7 125 engine, $250.00. MK-8 125 engine, $300.00. New 3 gallon tank, $40.00. Cylinder, cranks, frames, forks & wheels cheap. Steve Scott is moving. (213) 896-6209. (29/4x)

'75, 250 Maico GP
Plastic tank, fenders, & airbox. Aluminum rims & shocks, excellent condition, looks new, $750. After 6 (213) 284-0303. (30/2x)

Classical Glas
Norton Production racer parts. Genuine factory, fairing, 5 G tank, solo seat, rear sets. Also have spare 750 motor, trans. Plus S.S. exhaust, many other pts. $800.00 the lot. (408) 247-5614. (30/3x)

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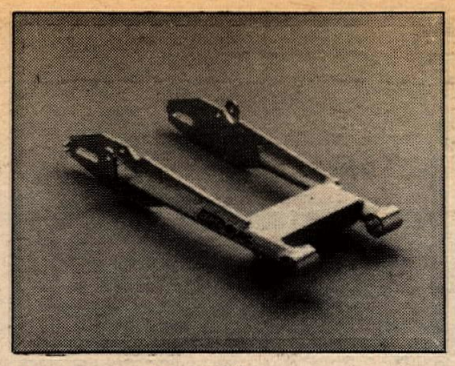

New from Cross Up YZ 80 and XR 75 Aluminum swingarms
6061 aluminum construction, heat treated to T-6. Bolts on in minutes, includes shock bolts, 1" longer than stock. Light! 2 lbs. 9 oz. Uses stock bushings. Available from your local dealer or direct from CROSS UP for $89.95. CROSS UP, INC., 117 W. 'B' St., Wilmington, CA 90744. (213) 549-6800. (31/TFN)

Wanted
Expereienced Yamaha mechanic, North Long Beach area. (213) 635-8058. (29/TFN)

'74 Maico 250
Stock, new trans., excellent condition. $950 or best offer. (213) 963-8749. (32)

Wasp sidecar frame complete
Just add engine, stir, race and become a champion. Call for elaborate details. $1,300.00 or trade. Matthew (213) 392-2888 or (213) 392-6620. (32)

'74 KAWASAKI 400. CLEAN, RUNS good, 13,000 miles, 6,000 on new top end, low bars. $800.00 or best offer. (714) 595-3479. (32)

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YZ 80B or C
Straight cut, primary gears, $100.00. All sets guarantee. Flyin & Bryon Racing Products, 10019 Tamil Rd., Lakeside, CA 92040. (714) 443-1913. (31/4x)

Shalako
Custom fiberglass sport machine. 35+ MPG. 4,000 miles on engine. Primo condition. $2995. For information telephone Gino at (213) 595-4753, 899-9184 or 674-1145.

'75 Ossa 250 Phantom
Runs good — skid plate, best offer. (714) 996-3241 or (213) 670-7440. (31/2x)

TT 500 YAMAHA. UP PIPE with spark arrestor, K&N filter, low miles. Bike looks new. Must see. $1150.00. (213) 693-9064.

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

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Sell for inventory cost. Under $20,000. 5 franchises available. No same-brand dealers in city of 120,000. Excellent facilities and apt. for sale or lease. No. Calif. (209) 463-0552 days, (209) 465-9645 eves. (31/3x)

Wanted buyer
'75 Maico 250, clean & fast — ported, $750.00. (213) 834-1427. (31/2x)

Wanted 1966, '67 or '68 Sprint
Road racer 250cc complete or less engine. (214) 358-3268. (31/2x)

1973 Husky 400CR
Gas Girlings, Mikuni, extras, clean, $675/offer — La Canada (213) 790-0986. (29/3x)

'73 Honda XL250
Excellent condition (867359), $550.00 cash only. Telephone (714) 675-6484. (32)

BSA 441 VICTOR . . . basket case. All parts are there! $75.00. (714) 879-5564. (32)

'74½ CZ 250 Falta replica
Lay-down shocks, Motoplat, pipe, air-forks, new motor. Much more, many extras. Cherry! $600. (213) 693-2358. (32)

'75 Yamaha YZ 125
Tricked by Miller Mano, D&G up pipe, down pipe, 34 Mikuni, Porkie pine head, external springs, and more. $625. Call after 5:00 (714) 540-5869. (32)

'76 RM 250 SUZUKI, RIDDEN twice, broken arm forces sale. 1 month old, $1,200.00 firm. (714) 847-6947. (32)

General Manager wanted with major
m/c line. At least five years experience in all phases of store management. Salary & commission, commensurate. All replies will be kept confidential. Write Cycle News, P.O. Box 498 Dept. ABC, Long Beach, CA 90801. (30/4x)

'73 Carabela 125 MX, $100
125 Sachs engine, needs bottom bearing, Koni, Betor forks and round wheels, good parts bike for fix it up. Call after 6:30 p.m. RM 125 gas tank, $20. (213) 240-2716. (32)

Mechanic wanted
Honda / Kawasaki experienced. Lots of work! Company benefits. (714) 531-0742, Santa Ana. (31/TFN)

Mechanic — full time
Well equipped Yamaha dealership. Must be able to do all phases of work, pay equal to ability and attitude. Will help relocate. (309) 828-5310. (32/TFN)

'76 TT500C Yamaha
Enduro ready — VDO — Yam. skid plate, White Bros. high pipe, cable rear brake, 36mm carb, 3:50-21 front wheel, 265 miles, $1,350.00. (213) 696-4492. (32)

'76, 125 mono-shock
Gas fork, new edition, ridden little, all motocross apparel included. $920.00. Call Chuck att. 8 p.m. (714) 697-6139. (32)

Reward
1974 Honda CR125M stolen July 31, 1976. ID No. CR125M1025228, mtr. No. CR125ME1032618. Call collect (916) 371-3156. (32)

MUST SELL HUSQVARNA 400 WR, 6 speed, new lower end, 75 forks, swinging arm, strong, fast, Curnutts, Vesco, 250 Yamaha DT-1, Hodaka 100, 5 speed. (213) 962-7746. (32)

'74 MAICO GP 400. ABSOLUTELY immaculate condition, seldom ridden. DIDs, heavy duty spokes, aluminum Konis, quick throttle, Wheelsmith pipe, pegs, much more. $595. (213) 455-1111. (32)

'75, 250 PURSANG, LIKE NEW, $750.00 or trade for '76, 125 ELSINORE same condition. (805) 259-7121. (32)

'75 YZ125C Yamaha
Super clean, excellent condition. 520 chain, air forks, ready to race. Owner changing classes. See to appreciate. $475 or best offer. (714) 546-5294. (32)

1975, 400B YAMAHA, long travel front & rear, 3½ tank, $850. (213) 444-6962. (32/2x)

XL-350, $550.00. Excellent shape. '71, 250 BULTACO PURSANG, $150.00. Wanted: Single cylinder Honda motors between 100cc-175cc XL models. Preferably running or not. (714) 530-4818. (32)

C&J Honda 350cc
C&J frame (red), skid plate, & pipe, 350cc Honda engine, Elsinore forks, seat, wheels & tank, 36mm Mikuni, float wheel, Boges, $1395. Jim (714) 548-0437. (32)

'71, 360 Bultaco Pursang
Stock, good condition, like new, hasn't been ridden much. $600.00. (213) 321-3611. (32)

"Project Thumper"
I have the real one used by POPULAR CYCLING in the April '76 edition. Read about it and you'll want it. C&J Honda 350 or 450 engine. Trade for stock XL or enduro KTM. (213) 337-6811. (32/2x)

CZ '72, 400
Koni shocks, Mikuni carb, Sunburst head, plastic tank & fenders, new tires, extras. Outstanding condition, $525.00. (213) 645-5025. (32)

'73 XL 250 engine and parts
Unused since '74. Engine $200. Also, wheels, frame, plastic tank, P.P. taillight, fender, etc. (714) 542-4824 anytime. (32)

'75*CR125*Elsinore
New engine, Webco head, Red Line swingarm, gas Girlings, 30 Mikuni, FMF nitrogen forks, 520 chain kit, new yellow paint job, custom pipes. (714) 882-4038. (32)

Super Honda
1975 FMF 125, boost ported, 0 hours on engine overhaul. Girling gas shox with 3 position frame and swingarm, gas forks, aluminum handlebars, porcupine head-pipe, etc. Stored for 7 months. Evenings (213) 339-4225. $595.00. (32)

1970 DKW 125 desert bike
Engine in good condition — clean bike — new tires — Ask $200.00. After 5 p.m. (213) 963-5387. (32)

Help wanted
Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

'75 Honda CR125
Prepped by Steve's Cycle, excellent shape, Freon Boge shocks, Webco head, Pro porting & pipe. Extra FMF frame & pipe, stock paint still intact, $600 or offer. (714) 546-4653.

CROSS UP INC. announces a new aluminum swingarm for all CR125 Hondas. Twice as strong and 30% lighter than stock. Available at your local dealer or direct from CROSS UP for $129.95. CROSS UP INC., 117 West "B" St., Wilmington, CA 90744. (213) 549-6800. (29/TFN)

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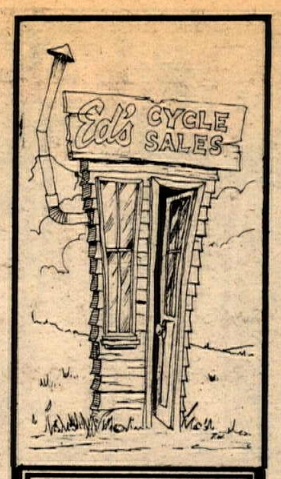

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THIS HAS BEEN A GREAT SEASON! BIKE'S BEEN RUNNING STRONG!
...AND I'VE BEEN FINISHING, EVEN WINNING MOST OF THE RACES!
1ST
BEST OF ALL, I HAVEN'T BEEN HURT ALL SEASON! TIME FOR MY NEXT MOTO!
BIKE WON'T START!
KICK KICK KICK KICK
A200
A200
RANT RAGE
KICK STOMP
MASH
NOT ONE WORD, CHUM!